May, 1959 50 cents

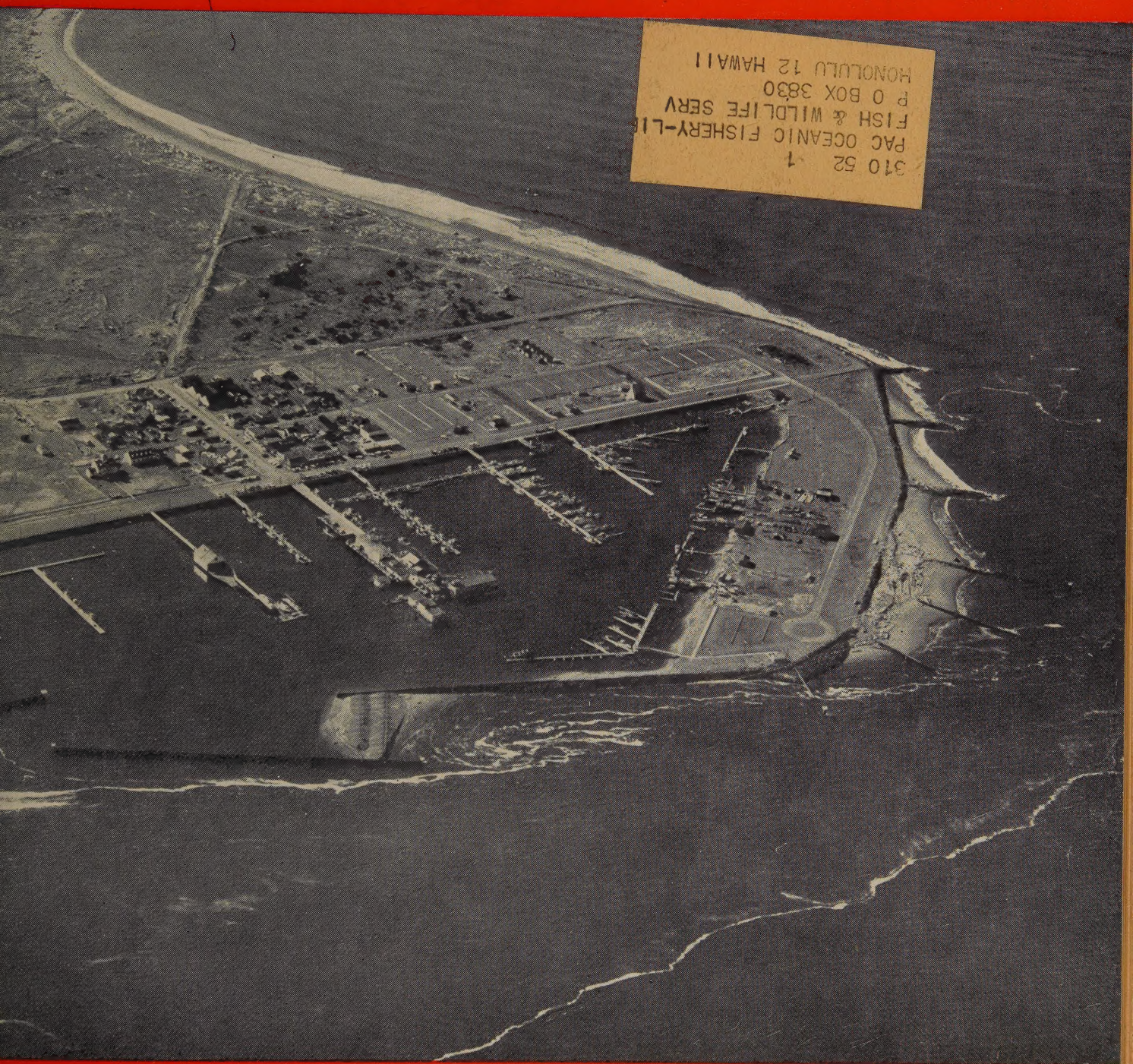
PACIFIC FISHERMAN

U.S. Per Capita Up Sharply p9

Peru's Fisheries Article I p14

shing is a world industry; and the Pacific alone is half the world

310 52 1
PAC OCEANIC FISHERY-LIB
FISH & WILDLIFE SERV
P O BOX 3830
HONOLULU 12 HAWAII



WESTPORT, Grays Harbor, Wash.—
Haven of trollers and crabbers, this Pacific fishing outport leaped to life with opening of the salmon trolling season April 15. Modernly fitted to serve commercial and sports fishermen, Westport is barely inside Grays Harbor bar.

A MILLER FREEMAN PUBLICATION

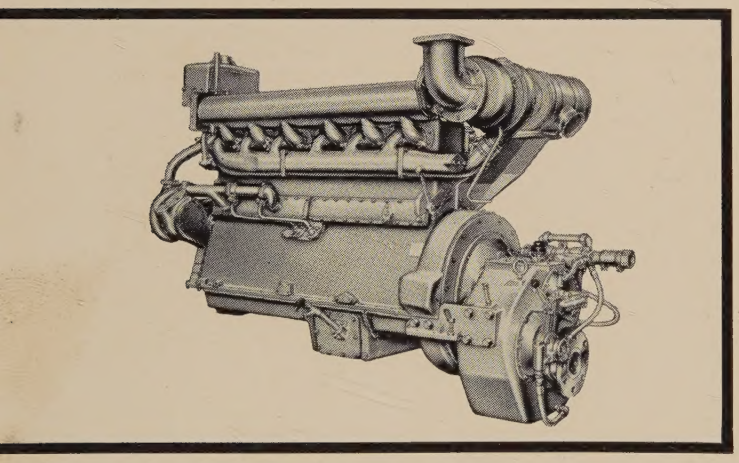
engine power
BY CATERPILLAR

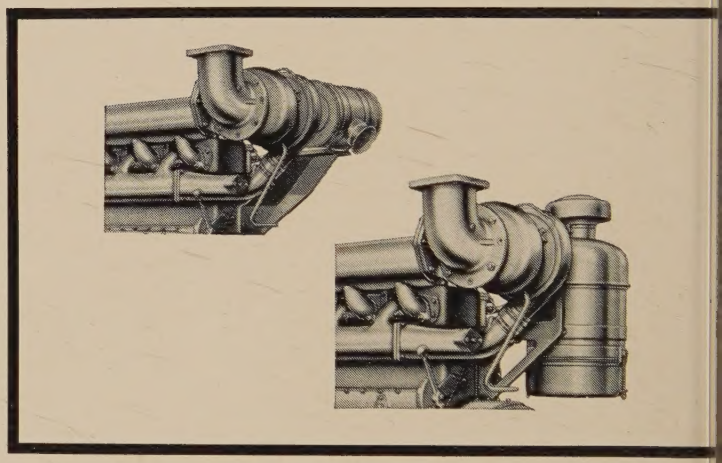
Announcing the new Cat D342 (Series C) Turbocharged Marine Engine

Now when you repower, or specify power for a new boat, the new Cat D342 (Series C) Turbocharged Marine Diesel gives you increased output and performance in less space.

There's lots that's new in this new engine—the turbocharging system, and the air cleaner, for instance. The exhaust manifold is on top of the engine and the intake manifold runs alongside the engine. Air cleaner and turbocharger are rear mounted. Result: lower profile dimension and compactness to give you new installation flexibility. And the basic features that have earned the "workhorse of the shrimp boat fleet" title for the basic D342 Marine Engine are here, too. Together, these features mean as much dependability with as little maintenance cost as it's possible to put in a Marine Diesel.

For complete information on this brand-new engine, call your Caterpillar Dealer. For literature, write us for "Features and Facts—Caterpillar D342 (Series C) Turbocharged Diesel."





Continuous ratings both forward and reverse for the D342 (Series C) Turbocharged Marine are 220 HP at 1225 RPM. New Twin Disc MG 512 reverse and reduction gear is available in 2:1 or 3:1 ratio. Note top-mounted exhaust manifold, side-mounted intake manifold. Air cleaner and turbocharger are rear mounted. Compactness adds to installation flexibility.

Illustrations show proven Caterpillar turbocharging system. This gives you increased horsepower with excellent operating economy on No. 2 fuel oil, and many of the new economy diesel fuels. "Premium" diesel fuel can be used, but is *not* required. New dry-type air cleaner (upper) is standard. An oil-bath-type (lower) is an optional attachment.

Engine Division, Caterpillar Tractor Co., Peoria, Ill., U.S.A. Caterpillar and Cat are Registered Trademarks of Caterpillar Tractor Co.

Cat D342, traditional workhorse of the shrimp fleet, now has a big brother in the Series C Turbocharged Marine Engine with increased horsepower.

For new work boats or repowering old ones, Cat Marine Engines are first with profit-minded owners. They're dependable *and* economical.

***Honest horsepower.* Your engine comes with a *notarized* certificate of power, backed by Caterpillar Tractor Co. You get what you're promised.**

PACIFIC FISHERMAN

Our Fifty-Seventh Year—

MAY, 1959
Vol. 57 No. 6

EDITORIAL STAFF

DeWITT GILBERT ..... Editor
STUART F. LEETE ..... Associate Editor
RAUL RODRIGUEZ ..... Associate Editor
CHARLES L. SHAW ..... Canadian Editor
DR. WALTER F. VOGENO .. European Director
CHARLES CISSNA .... Northwest Field Editor
MRS. R. L. GILL ..... Editorial Secretary

BUSINESS STAFF

R. N. CROSBY ..... Business Manager
CARLTON L. HILLYARD ..... Sales Manager
A. W. PONSFORD ..... Southwest Manager
BERNARD W. LANSDOWNE ... U.K. Manager
CHARLES C. BAAKE .... Circulation Manager
MRS. M. T. WILSON .... Production Manager

PUBLISHING OFFICE

Portland 5, Ore.
731 S. W. Oak Street ..... CA 2-1314

EDITORIAL AND ADVERTISING OFFICE

Seattle 4, Wash.
71 Columbia St. ..... MA 2-1626

San Francisco 5, Calif. — S. F. Leete
500 Howard St. ..... EX 7-1881

Los Angeles 65, Calif. — Raul Rodriguez
3501 Eagle Rock Blvd. ..... CL 5-7194

Vancouver, B. C. — C. L. Shaw
402 West Pender St. ..... MU 5-7287

New York 17, N. Y. — Miss W. Jaeger
370 Lexington Ave. ..... MU 3-9294

Chicago 26, Ill. — Miss J. D. Donaldson
1791 Howard St. ..... RO 4-3420

Cleveland 3, Ohio
4500 Euclid Ave. ..... EX 1-4180

West Germany — Dr. Walter F. Vogeno
Koln-Kalk ..... Kantstrasse 22

United Kingdom — Bernard W. Lansdowne
London, W 1, England ..... 130 Crawford St.

Cable—all offices—**Milfreepub**

PACIFIC FISHERMAN (with which is combined Pan-American Fisherman). Published monthly except January when publication is semi-monthly, by Miller Freeman Publications, at 731 S.W. Oak St., Portland 5, Ore. Entered as second class matter at the postoffice at Portland, Ore., under Act of March 3, 1879.

SUBSCRIPTION RATES: U. S., Canada, & Latin America, one year — $3, two years — $5, three years — $7. Other countries: one year — $4. Single copy 50c, except Yearbook Number, $1.

CHANGE OF ADDRESS—Send subscription orders and change of address to Subscription Department, PACIFIC FISHERMAN, 500 Howard St., San Francisco 5, Calif. Include both old and new addresses and zone number.

ADVERTISING: Complete plates only should be sent to PACIFIC FISHERMAN, 235 N. W. Park Ave., Portland 9, Ore. . . . Advertising copy and cuts, instructions and insertion orders should be sent to the Seattle office.

A MILLER FREEMAN PUBLICATION

OFFICERS

WM. B. FREEMAN ..... President
LAWRENCE K. SMITH ..... Vice-President
MILLER FREEMAN, JR. .... Secretary-Treasurer

POSTMASTER:

Please send Notice 3579 to PACIFIC FISHERMAN, 500 Howard St., San Francisco 5, Calif.

Japan's Red Quota Cut to 16,000 Tons

● As this issue closed early in May Japan and the Soviet Union appeared on the verge of a settlement under which the Japanese ocean salmon fishery would operate this season.

Japan's Red salmon catch within treaty waters was limited to 16,000 metric tons, expected to produce about 450,000 cases, against 607,000 in 1958.

Soviet Russia had largely modified its original severe restriction on fishing area, although Japanese activities will be materially limited; and the entire Okhotsk Sea is closed to Japan's salmon fleets.

When the discussions suspended for the Communists' great three-day May Day celebration, the principal point at issue was the over-all tonnage of salmon which would be permitted to Japan.

At that time the Japanese had reduced their original 160,000-ton figure to 130,000, and finally to 110,000; with the insistence that under no circumstances would they go below 100,000.

U.S.S.R., which started with a figure of 50,000 metric tons for Japan, had raised to 60,000 and then to 70,000, with a hint that the latter figure was not necessarily final.

Bristol Bay Closed to Fishing

● America's great Red salmon fishery of Bristol Bay is being closed this season to virtually all commercial fishing. Subsistence fishing for food only will be permitted for residents of the area.

This action was taken reluctantly by the United States government because careful studies indicate *the 1959 run will be so greatly reduced by Japanese high seas fishing that it cannot provide both a commercial catch and the spawning escapement required by the laws of the United States and those of scientific conservation.*

Efforts to persuade the Japanese to reduce the intensity of their fishery to the degree where a Bristol Bay fishery could be permitted were unavailing and finally at the end of April Secretary of the Interior Fred Seaton signed the closure order.

Only subsistence fishing by local residents will be permitted in the Naknek, Kvichak, Egegik and Ugashik areas. Closely limited fishing will be permitted by resident gillnetters and setnetters in the minor Nushagak-Togiak area. Fishing time will be regulated according to the amount of gear fished. Only one day per week will be permitted if the number of gear units is 244 or greater. Two days will be permitted if the units number between 171 and 243.

Boundary Problems Go Unsolved

● Problems arising as result of feelings on the part of Americans and Canadians that salmon races originating in one country are being fished by the other in the vicinity of their common boundaries—both north and south—resisted all efforts at solution through four April days of conference in Vancouver.

The United States sought re-location of the Bonilla-Tatoosh line at the entrance to the Strait of Juan de Fuca, in an effort to afford protection to Silver salmon bound for streams tributary to Puget Sound.

Canada wanted relocation of the boundary of territorial waters off Southeast Alaska, where it feels Pink salmon bound for the Skeena and other B. C. streams are taken by American fishermen.

No agreement was reached on either point. "Consideration" of the problems will be continued by committees.

The conference also "took note," without action, of the large migration of Fraser River Sockeye through Johnstone Strait in 1958; the possible effect of such migrations in future on the Salmon Commission's management problem; and the implication of such aberrant migration with respect to division of the Sockeye catch.

American delegation was composed of W. C. Herrington and Stuart Blow, Department of State; D. L. McKernan and W. M. Terry, Fish and Wildlife Service; Milo Moore, Washington director of fisheries; A. M. Day, Oregon director of fisheries.

Canadian delegates were: G. R. Clark, deputy minister, and Dr. Wm. M. Sprules, A. J. Whitmore, C. R. Levelton, all from the Canadian Department of Fisheries.

DR. GERHARD MESECK, head of the Department of Fisheries, in the government of the German Federal Republic, photographed in the offices of **Pacific Fisherman** in the course of his April trip to the United States to study its Pacific fishing industry.

German Fisheries Chief Visits Pacific Coast

Dr. Gerhard Meseck, assistant undersecretary in charge of the fisheries department of West Germany, visited the Pacific Coast fisheries in April as a major part of a swift tour of the American industry.

He was particularly interested in inspecting Pacific fishing vessels and plants, and expressed belief that Germany again might become an active market for Pacific salmon and other fish products; as well as a supplier of fish skinning and filleting machines, electronic instruments and canning machinery.

Crab Boat "LaRocca" Loses Rudder at Sea

The crippled 38′ crab boat *A. J. LaRocca,* owned and operated by A. LaRocca & Sons, San Francisco, was towed into Eureka last month by a Coast Guard motor life boat.

The craft, with skipper John L. Pastorino, San Francisco, and two boat pullers aboard, lost its rudder at sea north of Cape Mendocino.

Norwegians Test Asdic For Locating Tuna

During the summer of 1959 Norwegian fisheries scientists will attempt to locate subsurface tuna schools with asdic. The first objective will be to obtain clear echograms of tuna so that they can be differentiated from other fish. The Ocean Research Institute's research vessel *Peder Ronnestad* will be used to make the studies off Norway's west coast.

Alaska Seeks to Gain Quick Fisheries Control

Alaska is moving vigorously to fulfill the qualifications necessary for the state to secure control over its fish and game resources.

Late in April the state government forwarded to the Secretary of the Interior enacted legislation providing for fishing licenses and administration by a board appointed by the governor.

State control of fish and game cannot be transferred to it until the first of the year following certification by the Secretary of the Interior that Alaska has made adequate provision for the administration, management and conservation of its fish and game resources "in the *national* interest."

License law provisions generally provide that fees for non-residents will be three times those for residents. Whether this is to be considered as unreasonable discrimination probably will be tested in the federal courts.

Peruvian Fishery Series Begins

● First of a series of articles on the fisheries of Peru as they are today, at the all-time peak of their industrial development, appears in this issue of *Pacific Fisherman* on Page 14.

The article results from an editorial expedition to Peru by Raul Rodriguez, associate editor of *Pacific Fisherman* with headquarters in Los Angeles. Mr. Rodriguez went to Peru through the courtesy of National Marine Terminals, Inc., aboard its 130′ tuna seiner *Sun Jason.*

Returning to Los Angeles, he will spend some time in Ecuador, visiting the Van Camp operations at Manta; and will also visit Guatemala, where he was born, and where his cousin is Minister of the Economy.

Mr. Rodriguez's visit to Peru is particularly timely, as that country's fishing industry is registering new peaks of production, with a 1958 anchovy catch exceeding 600,000 metric tons—more than California's sardine industry produced in its heaviest years.

Thus it appears that Peru is very nearly, and may actually be, the largest producer of fish meal in the world.

In November, 1957, *Pacific Fisherman* published the most comprehensive report ever prepared on the subject: "The Fisheries of Peru, New Forces in a World Industry. What do They Mean to You?"

Since 1957 Peru's fisheries have grown greatly.

● Our question is still a good one.

West Indian Interest In Salmon Brightens

The West Indies market is showing an interest in the higher grades of canned salmon, according to H. G. Haggart, director of Shafer-Haggart, Ltd., buyers and distributors of Vancouver, B. C.

Ketchikan Cannery Sold To Alaska Packers Assn.

Ketchikan Packing Co. cannery and waterfront property was sold in April to Alaska Packers Association, according to a report confirmed by Clarence D. Payne, president of the Ketchikan company.

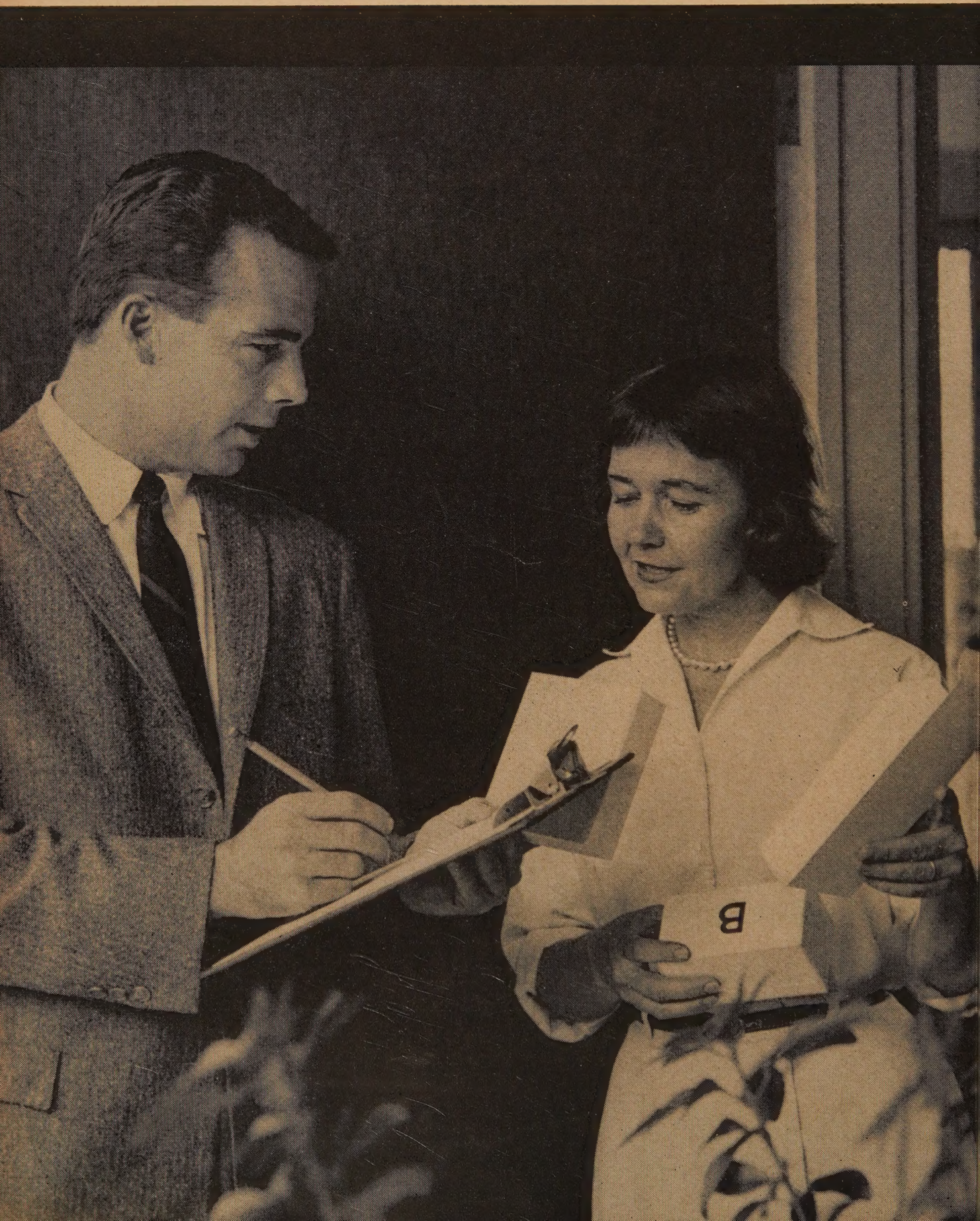
The transfer included only the the buildings, wharves and property, and not boats and gear. The plant for the past two years or more has not been operated, as the Ketchikan company has had its fish custom-canned elsewhere.

Alaska Packers Association has said positively that it has no plans to operate the Ketchikan plant as a cannery, but that it was purchased to provide base, supply, moorage and storage facilities at Ketchikan for its purse seine vessels and tenders.

Made under Pat. No. 2,737,503

New, lower prices on the best float around! Check your supplier now on the 17 sizes and shapes available for purse seining and gill netting. The B. F. Goodrich Company, 545 Derby Place, Shelton, Connecticut.

B.F.Goodrich ***Spongex seine floats***


B

These top market analysts could be working on your packaging projects

Just ask, and these top men will analyze the appropriate consumer and market data pertinent to your product packaging. They'll even recommend special studies if needed. When they're finished, you'll have a pretty accurate idea of what your packaging should be. This service is part of a Fibreboard program designed to help you reach the best possible packaging decisions.

Today you can get expert help in market analysis, structural design, graphic design, package testing, and equipment engineering just by calling Fibreboard. Specialists in each of these fields will work with you, your package consultant, or advertising agency whenever you like.

This new, broader concept of packaging service can help you find new ways to package your products better, more efficiently, at lower cost. Use it. And when your packaging decision is made, let Fibreboard produce your folding cartons and shipping cases in the West's largest, most modern facilities.

Phone or write today for all the help you want!

FIBREBOARD

PAPER PRODUCTS CORPORATION

San Francisco

You prefer the best...

get it in fish netting with

ADAMS® BEST!

You would naturally prefer to have the best when it comes to equipping your boat for safety, comfort and profitable fishing. Adams Best Netting is made by the world's most experienced net makers for top fishing efficiency, uniform strength, long-lasting service... the best at no higher cost!

A FULL LINE FOR EVERY COMMERCIAL FISHING NEED

Adams Linen and Nylon Double Knot Salmon Gill Netting.

Adams Linen and Nylon Locknot Salmon Gill Netting.

Adams Nylon Single Knot Salmon Gill Netting.

Adams Linen and Nylon Salmon Mending Twine.

Adams Cotton Netting.

Adams Nylon Seine Netting.

Dyak Netting.

Nyak Netting.

Knox's Knotless Nylon Netting.

Seine Twines—Cotton, Nylon, Dyak, Nyak.

Adams Cotton Rope.

Ark Plastic Floats.

Netset Netting Preservative.

ADAMS® BEST

SEE YOUR ADAMS BEST DISTRIBUTOR FOR FREE ARK FLOAT

Tear out this ad and take or mail it to one of Adams Best representatives listed for an Ark Float. There'll be no charge.

A. D'ACQUISTO & SON
Box 670, Municipal Wharf,
Monterey, Calif.

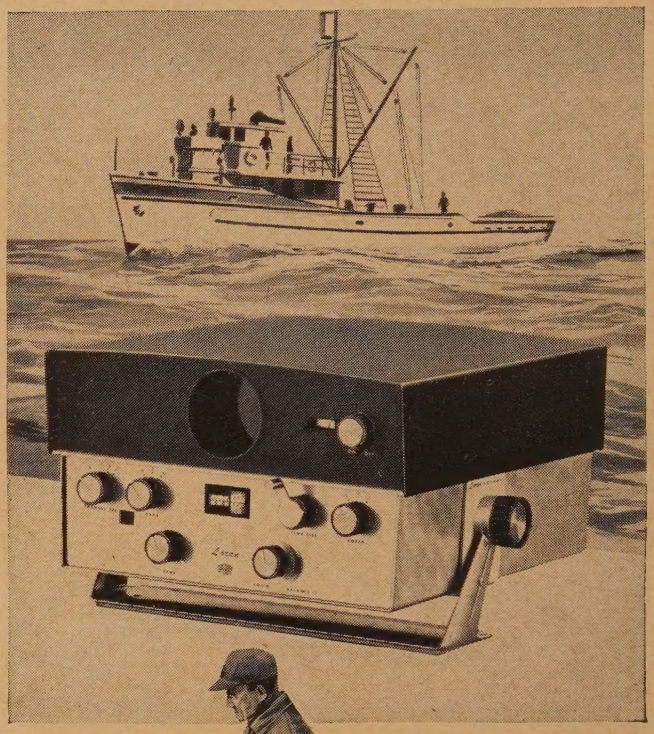
NUTTAL-STYRIS CO.
825 Columbia Street,
San Diego 1, Calif.

ENGLUND MARINE SUPPLY CO.
Foot of 15th St.,
Astoria, Ore.

SEASIDE SUPPLY STORES, INC.
803 South Palosverdes St.,
San Pedro, Calif.

SEATTLE MARINE & FISHING SUPPLY CO.
Pier 59, Foot of Pike St., Seattle, Wash.

Now you can have SPERRY



Time difference indications are easily determined for application to Loran charts.

New! Loran "3"

Regardless of visibility, you get an exact fix in a matter of minutes with this new low-priced Loran. Pays for itself quickly by locating best fishing grounds . . . knowing your exact position day or night, in any weather. Simple to operate—about 5 minutes instruction. Easily installed—complete in one unit. And *look what you get:*

- **RAPID POSITION PLOTTING**—pinpoints your position for increased efficiency and safety
- **OPERATIONAL SIMPLICITY**—results from automatic frequency control and arrangement of panel
- **BUILT-IN TEST PROVISIONS**—make adjustments without additional equipment
- **COMPACT, LIGHTWEIGHT DESIGN**—saves space and installation cost, weighs only 38 lbs.
- **SPERRY QUALITY AND DEPENDABILITY**

$1495

SPERRY

SPERRY PIEDMONT COMPANY, *Division of Sperry Rand Corporation, Charlottesville, Virginia, Commercial Products Dept.* ***For information write National Sales Agent:*** *Triton Marine Products, 159 Great Neck Road, Great Neck, New York*

Now you can have SPERRY

Remote controller (optional equipment)—steer from any vantage point aboard.

New! Automatic Pilot

This new Sperry Automatic Pilot steers your vessel far more precisely than any human helmsman—gets you where you're going faster, with less fuel. Frees personnel for other tasks. Requires no specialized training for operation or maintenance. Remote control, optional, enables steering from any vantage point aboard. And *look what you get:*

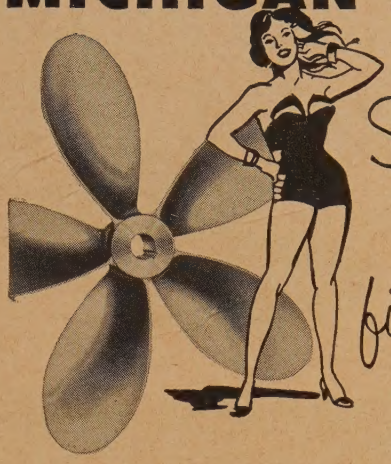
- **HIGH QUALITY COMPASS**—6″ magnetic compass specially designed for both navigation and automatic steering
- **RELIABLE HYDRAULIC STEERING**—effortless manual steering, greater safety and comfort, immediate rudder response
- **EASE OF OPERATION**—set course on binnacle; vessel turns to selected heading and holds to it
- **SPERRY QUALITY AND DEPENDABILITY**

$1148

SPERRY

SPERRY PIEDMONT COMPANY, *Division of Sperry Rand Corporation, Charlottesville, Virginia, Commercial Products Dept.* ***For information write National Sales Agent:*** *Triton Marine Products, 159 Great Neck Road, Great Neck, New York*

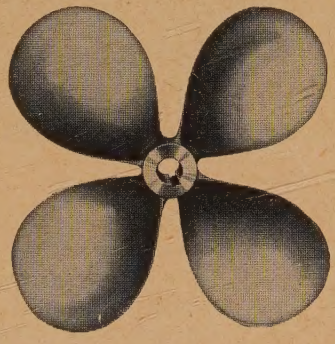
MICHIGAN STAR...



Sweetheart of the fishing fleet

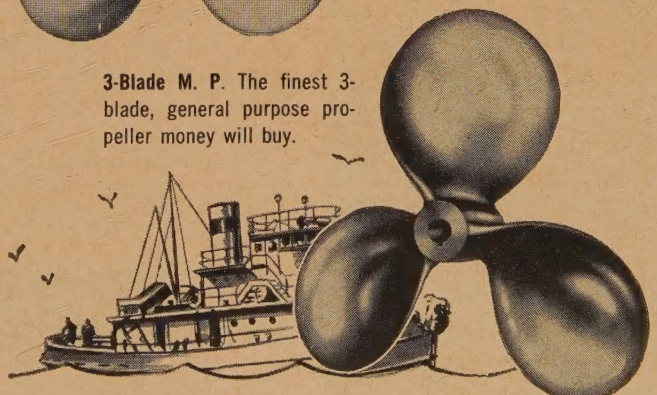
Skippers by the hundreds have fallen head-over-heels in love with this wheel . . . It's SO SMOOTH. If vibration, stern thump and loose fittings and seams have gotten on your nerves, try the STAR. It will completely eliminate them while giving you exceptionally fine performance in the normal RPM range . . . plus better than average fuel mileage.

Whatever your propeller problem may be, however, there's one way to be mighty sure of getting the finest performance and the longest lasting service your propeller dollars will buy. Insist on a MICHIGAN WHEEL of that tough MICHALLOY-K that outlasts ordinary bronze 3 to 1. (Standard for all MICHIGAN commercial wheels). See your MICHIGAN dealer or write for a Propeller Analysis Form for a FREE expertly engineered propeller recommendation that will give your craft the finest performance of which it is capable.



4-Blade WORKHORSE — Provides plenty of blade area for craft having limited propeller space.

3-Blade M. P. The finest 3-blade, general purpose propeller money will buy.



MICHIGAN WHEEL COMPANY
GRAND RAPIDS 3, MICH.

CANCO service is broad and deep like the briny sea itself!

As many a canner has found from his own experience, Canco's constant effort to produce perfect containers means fewer work stoppages on production lines, lower packing costs and maximum container efficiency throughout the channels of distribution.

Canco's precise specifications for its containers are arrived at only after exhaustive laboratory tests, pilot-line manufacturing trials and experimental packs. This zeal for container perfection also applies to raw materials, packing—even shipping.

That's why containers with the familiar oval can best take your products to market at a profit.

Ask your Canco salesman to show you Canco's new FAMILY-SIZE TUNA CAN—first innovation for tuna canning in over a decade!

CANCO Division AMERICAN CAN COMPANY

NEW YORK · CHICAGO · NEW ORLEANS · SAN FRANCISCO

PACIFIC FISHERMAN

May, 1959

Tuna's Sales Rise Lifts

Per Capita Up Sharply

● Rocketing rise of tuna in the American market in 1958 carried per capita consumption of fish in the United States into a sharp gain.

Moreover, tuna deliveries in California during the first quarter of 1959 exceeded the like period of the 1958 record year by 20%.

These are heady facts, but they are *facts* nonetheless.

● Per capita consumption of fish in the United States—always considered by economists as providing an almost limitless potential for growth—gained by 0.3 lb. in 1958.

The gain was wholly in the category of canned fish.

Analysis of these data, and of the supply of the several kinds of canned fish available in 1958, completed by E. A. Power, chief, Branch of Statistics, U. S. Bureau of Commercial Fisheries, in late April, proves unmistakably that *the gain was in canned tuna.*

● While domestic production showed increase in the first quarter of the current year, the gain was less than 5%; and would not have existed at all if the landings of purse seine tuna had not swept to new records, actually gaining 80% over the first quarter of the 1958 previous peak year.

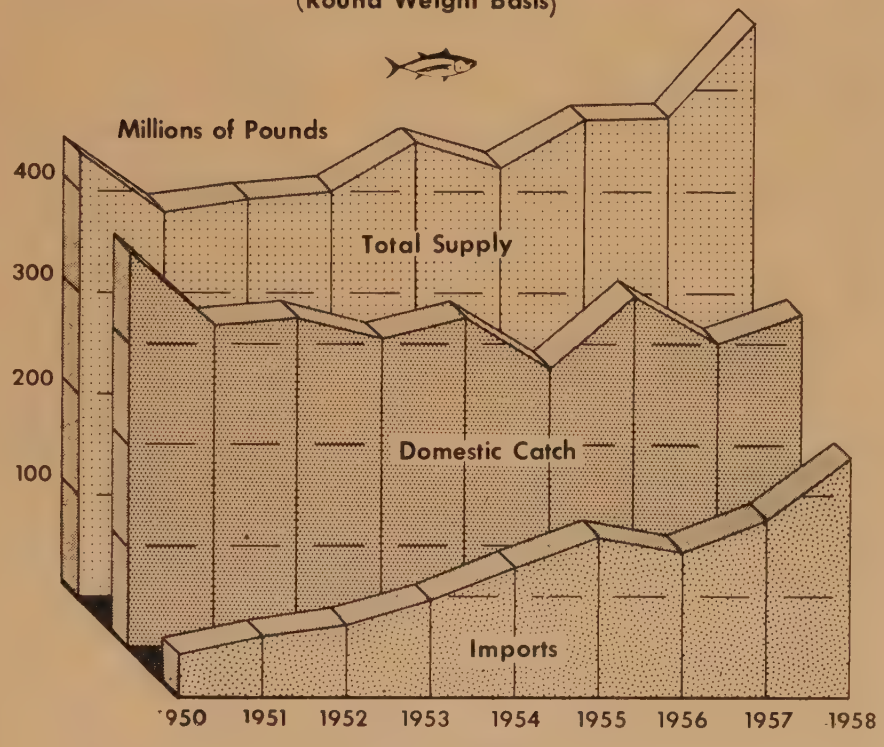
Clipper deliveries were down one-third, partly of course because of the conversion of a number of vessels of this type to purse seining.

Actually, during the first quarter of the present year tuna deliveries by purse seiners were more than half the tonnage of those by clippers—11,900 tons to 20,400.

● Imports accounted for the astonishing 20% gain in overall tuna deliveries in the first quarter, rising in California alone to 23,700 tons, as against 15,800 in the same period of 1958. Yellowfin dominated, with 15,500 tons this year, practically equal to the imports of all varieties in 1958 to even date. (These import figures are given on a net weight as imported, with prepared products not converted to round weight.)

A significant aspect of the California import trade for the first quarter lies in the area of origin of the imports derived from Japanese sources.

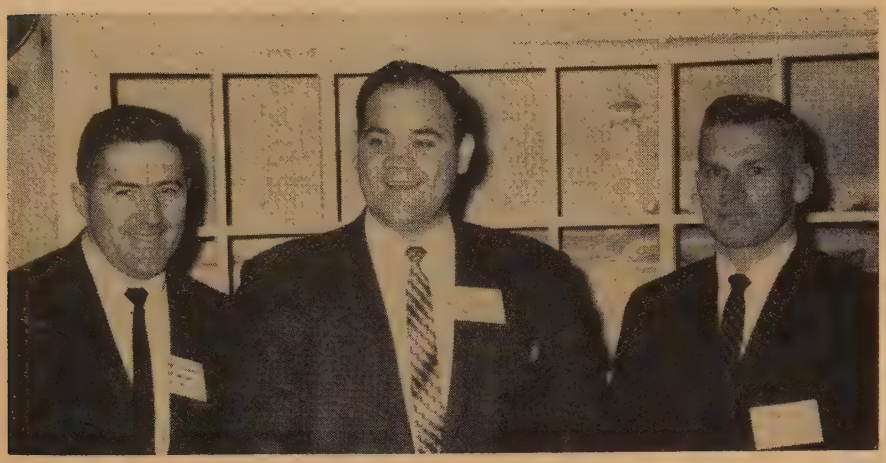
UNITED STATES SUPPLY OF FRESH AND FROZEN TUNA, 1950 - 1958
(Round Weight Basis)



—Graph and data by Branch of Statistics, U. S. Bureau of Commercial Fisheries

Thus, of 17,198 *tons of Japanese tuna entering California in the first quarter of this year,* 3,088 *tons or* 17.7% *came from the Atlantic Ocean. In the first quarter of* 1958 *there were no such imports shown.*

It should be recognized that these data are only for California, and that it is altogether probable that deliveries of Japanese tuna taken in the Atlantic probably were also made in Puerto Rico and at Astoria, Ore.



Happiest Men at the Show—Here are three of the American Cyanamid Co. staff at the N.F.I. convention, registering satisfaction at official approval of the use of "Acronize" in protecting the quality of fish. In the center, Edward F. Kline, who addressed the final Technological Section meeting on the subject, with R. E. Riesenberger, left, and T. I. McCarty.

Antibiotic Protection Is Sanctioned for Fish

• Revelation that chlortetracycline, brand-named Aureomycin and Acronize by its producer, had been cleared for use on fish was one of the notable events of the National Fisheries Institute's April convention in New York.

The fresh and frozen fish and fishing industry hailed this development as of the utmost importance to the future of the fishing industry and its economy. This because it has been abundantly demonstrated in scientific tests that the shelf life of fish and shellfish can be extended as much as 150% through the use of this antibiotic at strengths within the official tolerance.

The signed order was to become effective about the end of April. It will permit a tolerance of 5 parts per million of chlortetracycline on whole, headed and gutted fish; on unpeeled shrimp and on shucked scallops.

At present the order does not apply to fillets, as these are taken to be processed products and must be covered under a new application.

• Speaking at the NFI convention, Edward F. Kline of the scientific staff of the American Cyanamid Co., manufacturer of Aureomycin and Acronize, said that experiments with shellfish showed great benefit from the antibiotic in the case of scallops; but that shrimp and lobsters in the shell did not benefit in like degree.

Discussing the use of Acronize in the salmon and halibut industry, the Cyanamid scientists say:

• "In both of these fisheries it is important to preserve the fresh quality of these valuable fish prior to sale as fresh, frozen or—in the case of salmon—canned products. Prior to canning, much of the salmon catch is held for considerable periods. During this time it is imperative that the fish be maintained at the highest quality possible. Acronize chlortetracycline is an important aid to the salmon and halibut industry in retarding bacterial spoilage.

"Pacific salmon and halibut should be treated by immersion for 1 minute in an Acronize FD solution containing 25 ppm chlortetracycline (40 pounds per gallon). The fish should then be thoroughly iced. Fish processed in this manner had an average shelf life extension of 50% over the nontreated controls.

"Pacific salmon may also be treated by being held in refrigerated brines containing 5 ppm chlortetracycline, prepared with Acronize FD. A keeping time extension of 60% was obtained when salmon were thus treated.

"Salmon and halibut may also be treated effectively if they are stored in ice containing 5 ppm chlortetracycline prepared with Acronize BI or Acronize CI."

N.F.I. PUNCH LINES

• "Too many operators are precooking fish products without knowing how."

—Louis Voron, Grand Union Markets

• "It should not be necessary for good operators to embrace grade standards and thus become a socialistic group in order to supply good quality."

—Barnie Finn, Manager, O'Donnel-Usen Fisheries

• "Smoked fish is a concentrated food, with most of the waste already removed. On the basis of net nutritional value it is not expensive."

—Aaron Gilman, Vita Foods

• "Ninety percent of packaged frozen fish sales are impulse sales, with the size, shape and design of the package vital factors in making the sale."

—J. H. Mueller, National Tea Co.

• "Is there a place in the frozen Fish trade for Grade B goods?

"Well, it's true we have Grade B eggs; but I'd say that in *fish* anything which is not *good* is *bad!*"

—E. J. Voigt, Loblaw Stores

• "The days of saving our poor goods to dump them during Lent are over. Never freeze distressed goods. Freeze only the best. Freezing doesn't *help* fish any, so only the best possible should go into storage."

—E. G. Gruis, Fulton Smoked Fish Co., Chicago

• "Resource management is a responsibility of every American. Control over our waters and the fish in them is vested in government as trustee for *all* the people."

—Ross L. Leffler, Assistant Secretary of the Interior

• "Equipping of crab boats and plants with live-tank facilities has been a most significant development, affecting as well the industry's prosperity and the quality of the goods it sells."

—Lowell Wakefield, Wakefield's Deep Sea Trawlers

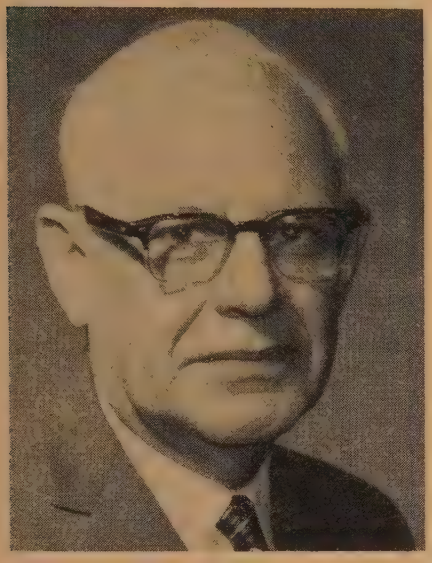
N.F.I.

Steers a Cautious Course

● Caution characterized the 1959 convention of the National Fisheries Institute in New York April 10-15.

While individual members showed utmost concern with the threatening aspects of international developments in fisheries, and toward fisheries, the Institute ignored them.

Component cells continue to multiply within the NFI, and the separate meetings of these special interest groups came to occupy a larger-and-larger part in the interest of the membership—a trend which some leaders of the Institute observed with concern.



RALPH E. CARR, newly-elected president of the National Fisheries Institute. He is president of the Mid-Central Fish Co., Kansas City. His father, O. L. Carr, was N.F.I. president in 1948.

● Perhaps no aspect of the convention commanded sharper interest than a development wholly outside it—the granting of Food and Drug Administration approval for the use of the antibiotic chlortetracycline on fish, unpeeled shrimp and shucked scallops. This development—discussed in detail elsewhere in this issue—was recognized as bearing enormous potential in the economy of fisheries.

A second particularly notable aspect of the convention was also concerned with fish quality and the problem of maintaining it during storage and retail distribution. The Technology Division of the NFI, cooperating with its Quality Committee, presented a carefully conducted and documented experiment to demonstrate the effect of low, and constant, temperature on the quality of packaged frozen fish. The evidence was overwhelming in its proof of the serious deterioration which can be produced in a single month under storage conditions designed to simulate those encountered in the average retail store's frozen foods display case.

● Resolutions adopted by the Institute established a numerical record of 16, beside setting something of a record for their innocuous character. The only semblance of controversy came when F. M. Bundy, former president, pointed to the inconsistency of resolutions calling for increased appropriation of federal funds for fisheries purposes, while others were demanding income tax reduction. (The 16 resolutions are briefed elsewhere in this issue.)

King Carr II

● Ralph E. Carr, president of the Mid-Central Fish Co., Kansas City, was elected president of the National Fisheries Institute, an office held by his father, O. L. Carr, in 1948.

New secretary of the Institute is Robert Erkins, president of the Snake River Trout Co., Buhl, Idaho; and treasurer is Lewis Goldstein of the Liberty Fish Co., Philadelphia.

Newly elected vice presidents and directors for the two Pacific regions are:

Region IV, Pacific Southwest—Emanuel Stein, vice president; Budd Thomas, John Lauc, Jack DeLuca, Joe Cranic, Rod Barnes, R. O. Cole, Ray Lemoi and Sam DeLuca, directors.

Region V, Pacific Northwest—E. A. Ruthford, vice president; Frank Erickson, Myer Bornstein, Robert Erkins, James Pinkerton, Norman Weitkamp, Palmer G. Olson, W. C. Eardley and Charles Boyer, directors.

Miami Beach in 1960

● Miami Beach will be the site of the 1960 convention, with others scheduled thus: 1961, Washington, D. C.; 1962, New Orleans; 1963, Philadelphia; 1964, Las Vegas; 1965, Boston. Seattle was offered the 1965 meeting but regional directors doubted the adequacy of accommodations.

ROBERT ERKINS of Buhl, Idaho, elected national secretary of the National Fisheries Institute at its New York convention. He is president of the Snake River Trout Co.

Selection of Las Vegas took the fish business far from any waterfront, and set something of a new note, triggering a hundred repetitions of the old cliche': "We wouldn't be in the fish business if we weren't gamblers."

● Two significant organizational shifts were decided upon for NFI at the New York meeting. Hereafter officers elected at the annual convention in the spring will not enter upon their duties until the following September.

At the request of the Committee on Public Relations the Institute directors

PACIFIC SOUTHWESTERS at the N.F.I. convention, gathered in the regional caucus to elect directors and determine the position of their portion of the country.

approved the establishment of a Public Relations and Promotion *Division* of NFI on much the same basis of autonomy as the Industrial Products Division. Thus the division will be in position to raise its own funds and administer its program independently. Currently the division is seeking a fund of $50,000, of which $30,000 had already been pledged before the convention adjourned.

According to the by-laws of the new division, the objective will be to promote the distribution and use in the United States of edible fishery products by advertising, publicity and other forms of information. Membership will be open to members of N.F.I., Fishery Council of Canada, Shrimp Association of the Americas, to the Norwegian Frozen Fish, Ltd., and to other associations or importing groups admitted by vote.

Officers will be elected at the next meeting of the Committee, to be held in Washington in June.

Challenge Disregarded

● Threatening aspects of the international situation in fisheries were touched on openly only once during the convention, and that by L. V. Drape, president, in its opening hour.

Mr. Drape did not "pussyfoot" in his opening address when he declared that Japan has risen again to dominant position in the world's fisheries, and that the United States' costs and defense policies are forcing a decline in the American fishing fleet which inevitably will surrender second place among the world's fishing nations to the U.S.S.R.

He spoke seriously of the Bering Sea situation, where the Soviet Union now has a notable fleet of trawlers operating, saying:

"While we recognize that these are international waters, the Pacific halibut resource has been maintained only because American and Canadian fishermen restrict their catches through regulations formulated under international treaty.

"Should Russia continue to fish these waters without regard to seasons or regulations, the North Pacific halibut will be depleted beyond restoration."

No one took up President Drape's challenge for the Institute to face up to the threatening international situation; even to the extent of comment on the United States' position on the width of the territorial sea and the special interests of coastal nations in the fisheries off their shores.

While there was much individual concern with these matters, no one brought them out in the open. Obviously, there was general worry lest the Magnuson-Pelly proposals to restrict imports of fish produced under conditions adverse to conservation on the high seas would come up for discussion.

16 Resolutions

● Most significant resolution from the standpoint of the Pacific fishing industry was that which called upon the U. S. Bureau of Commercial Fisheries to proceed immediately with the development and application of voluntary grade standards for Pacific ocean perch fillets, salmon steaks, sole fillets, swordfish steaks, cod fillets and Atlantic ocean perch fillets.

Halibut steak and haddock fillet standards were adopted during 1958.

Other resolutions adopted by the NFI convention included:

1. Opposing dumping of waste which will pollute waters.

2. Approving full budget appropriation for the Bureau of Commercial Fisheries.

3. Seeking more adequate appropriation for the Food and Drug Administration to increase personnel.

4. Asking restoration of appropriations for the rivers and river basins study of the Fish and Wildlife Service.

5. Commending the Marketing Division of the Bureau of Commercial Fisheries for its "outstanding job," which was held to be "carrying out the intent of Congress" in the Saltonstall-Kennedy law.

6. Seeking appropriation for a Market Development Field Office of the Bureau of Commercial Fisheries in San Francisco.

7. Seeking means of preserving "express-type service" when and if the Railway Express Agency retires from that field.

8. Reaffirming the NFI position in support of the fishery exemption from ICC regulation.

9. Supporting legislation to prevent "feather-bedding" in the unloading of fishery products from motor vehicles.

10. Advocating in principle extension of the fishery exemption to rail carriers, but under conditions which will protect shippers of fishery products by motor carriers.

SECTION V CAUCUS—Some of the Pacific Northwesterns caucusing at the NFI convention. From the left: Frank Erickson, Robert Erkins (who was elected national secretary), Walter Johnson, E. A. Ruthford, Donald S. Johnson, Myer Bornstein and James Pinkerton.

11. Seeking standard practice for checking the amount of glaze allowance on frozen fish, and recommending adoption of the Southern California method.

12. Supporting federal legislation to regulate the power of the states to levy taxes in respect to interstate transactions.

13. Advocating maximum income tax rates of 50% on individual and 35% on corporations.

14. Protesting recent "unfair and arbitrary" wage and hour ruling which "would virtually destroy the fishing industry in the U. S."

15. Urging Congress to defeat the Kennedy increased minimum wage proposals, which would be "a serious blow" through increasing costs and also its elimination of the "indispensable" seafood industry exemption.

● Approved by the N.F.I. director, although not offered as a formal resolution, was the position of the Pacific Northwest regional caucus, which (1) favored the proposed legislation for a subsidy on dogfish livers; and (2) opposed the measure which would forbid the transportation of Steelheads through any state where their commercial sale is forbidden.

Systematic Exploration Suggested to Canadians

● Preferred treatment was given to the Pacific coast at the annual meeting of the Fisheries Council of Canada in Ottawa in mid-April. The council picked Vancouver, B. C., as the setting for its 1960 sessions, and elected Roger T. Hager, head of Canadian Fishing Co., as its new president.

The coast was also honored by the election of Francis E. Millerd, of Francis Millerd & Co., as honorary president, and among the newly elected directors were the following from Vancouver:
J. N. Hyland, B. C. Packers; R. I. Nelson, Nelson Bros. Fisheries; F. Millerd Jr., Francis Millerd & Co.; R. L. Payne, J. H. Todd & Sons; H. B. Smith, Canadian Fishing Co., with T. H. Sorensen, Prince Rupert Fishermen's Co-operative Association, Prince Rupert. Named as honorary director was J. S. Eckman, former president of Canadian Fishing Co.

Canada's fishing industry, through the Council, expressed deep concern at its Ottawa meeting over the conservation of fisheries resources and pledged continued support of international control measures, which had been discussed by Fisheries Minister J. Angus MacLean.

Conservation will always play a major part in the responsibility and activity of the Canadian fishermen and operators, said retiring president H. D. Pyke, of Lunenburg, N. S.

"Unlike other primary industries such as farming and lumbering, the fishing industry has no exclusive rights or controls over the bulk of its raw supplies—those lying more than three miles off the international territorial water limit," said Mr. Pyke. "Therefore, international agreements with other countries are vital to the conservation of the resources in the seas off both the east and west coasts and in the waters of the Great Lakes.

"Experience proves that any fishery can be depleted, eventually, by overfishing. To prevent this, international control is necessary, and Canada is playing a leading role in the field of international co-operation."

Mr. Pyke stressed the many unknown factors relating to the fishery resources and the industry's need for exploring them.

"Are all our efforts toward conservation blinding us to the enormous potential of the sea?" he asked. "Considering the fact that the oceans cover almost three-quarters of the earth's surface, maybe we are approaching the time for a more systematic exploitation of the resources of the sea.

"Our research workers do an excellent job to increase our knowledge of the seas and the areas in which we have been fishing for many years, but we have had very little, if any, systematic exploration of new areas. If international co-operation can be secured for the conservation of fish, surely an investigation of the seas could be planned on an international basis.

"In this age of electronics almost anything is possible."

Council resolutions asked the government to remove obstacles to the construction and operation of the fishing fleet. Problems of coastal competition and importation of fishing vessels were dealt with in a series of resolutions.

ROGER T. HAGER, president of The Canadian Fishing Co., elected president of the Fisheries Council of Canada.

American Seafood Assn. Elects Richard Kulze

● Annual meeting of the American Seafood Distributors Association was held in New York during the National Fisheries Institute convention and resulted in the election of Richard Kulze as president. He is manager of the South African Rock Lobster Service Corporation, New York.

Vice president for 1959-60 is M. S. Cowen, head of the M. S. Cowen Co., San Francisco. Vernon A. Haslund of the Boston Commission Co. was chosen secretary and Arthur D. Jerrell of Jarrell & Rea, Pittsburgh, treasurer.

Miss Elizabeth Guhring, Washington, D. C., continues as manager.

New board of directors of the American Seafood Distributors Association now includes: Richard Dietrich, Robbins, Inc., Chicago; R. P. Fletcher Jr., Booth Fisheries Corporation, Chicago and Seattle: Arthur Frohman, L. H. Frohman & Sons, Chicago; Robert J. Gruber, Fishery Products, Inc., Cleveland; Robert W. Howlett, Caribou Fisheries, Inc., Boston;

Gilbert J. Kuhn, Ocean Garden Products, Inc., San Diego; Arthur D. Mullen, E. Frank Hopkins Co., Philadelphia; John Peterson, Washington Fish & Oyster Co., San Francisco; C. M. Reinke, Reinke & Amende, Los Angeles; Gilbert Schwartz, Tri-State Sales Co., Baltimore; Robert Stix, Robert L. Stix, Inc., New York; Leo Weil, Fulton Fish Market, Inc., Louisville; Samuel Wexler, Hamilton Fish Co., Detroit; Robert Young, Wilbur-Ellis Co., New York.

PERUVIAN TUNA SEINING only a few miles from Paita. Here is the converted steel clipper **Sun King,** pictured from her fleetmate **Sun Jason,** as she brails the last of a handsome catch of tuna off the coast of Northern Peru in some of the most productive waters in the world.

The Gigantic Purse Seiner

Enters the Tuna Fisheries of Peru

● The day of the gigantic seiner, which is proving so rewarding for operations based in Southern California, dawned in the fisheries of Peru April 15 when Capt. Jack Borcich anchored his *Sun Jason* in the roadstead off Paita.

She brought no fish to port, for she had just completed a ferry run down the coast with a skeleton crew to Paita, where she will fish Frigerificos Paita S.A., known as "Fripsa" in Peru, an affiliate of National Marine Terminals, Inc., and thus of National Steel and Shipbuilding Corporation, which converted her from clipper to one of the largest purse seiners in the world.

Thus comes a new day to the fisheries of the Peruvian Current, that great northward-moving river in the sea which holds one of earth's densest populations of fish. It sees a purse seiner of a new order, fishing a net of new dimensions, under command of skipper famous among fish-getters.

● *Sun Jason* is the newest in the series of conversions from clipper to seiner, and the first done by National Steel, which has launched three new clippers in recent months.

All steel, 130′ long, with a 30′ beam, she will carry around 300 tons of refrigerated fish.

Besides Capt. Borcich, her crew included John Alexander, chief engineer, formerly chief on the *Missouri* and the *Lucy Elena,* both clippers, and a fishermen of 22 year's experience; Mrs. Alexander, who shipped as cook, and a capable one she proved, too; Louis Gomes, a crewman on the *Westport,* who had been convalescing in San Diego, and now sailed to rejoin his ship somewhere in South American waters; Francisco Reforme and Jose Huamachumo, two capable Peruvian fishermen, flown up from Paita to San Diego to help take the ship down; Miguel Milla, a young Peruvian sailing by courtesy of National Marine Terminals; and Raul Rodriguez, associated editor of *Pacific Fisherman* in Southern California.

Last but not least was *Corky,* the Alexander's dog, a gentle, sweet-tempered mutt, mostly spaniel.

The weather was perfect on the ferry trip down, for virtually every mile of the 14-day trip. True, it would have been a 12-day trip had Capt. Borcich steered a straight course—but he chose to avoid danger spots like Tehuantepec and Papagayo Gulf, and to take no chances on reducing his short crew by seasickness.

Once out of the Harbor of the Sun, Capt. Borcich switched in the Sperry automatic pilot, and from there to Paita *Sun Jason* steered herself.

In the pilot house and chart room, besides the Sperry automatic pilot, there were: a Submarine Signal Fathometer, a Raytheon radar, a Pacific Electric radio transmitter, a National receiver, and an automatically con-

CLIPPER SIZES-UP A SEINER — The clipper **Mary Jo,** on scientific research charter to the Inter-American tropical Tuna Commission, hails **Sun Jason** on the equatorial seas and comes alongside to study the converted seiner.

trolled direction finder. Capt. Borcich believes in electronic aids for navigation and fishing. On his former vessel the *Marsha Ann,* he carried as complete a list of electronic equipment as on the *Sun Jason.*

An innovation that is noticed at once is that the bulwarks on the main deck aft had been completely removed in making the conversion. The afterdeck is flush right out to the edge.

● Capt. J. F. Goodwin, general manager of National Marine Terminals, made every effort in converting the *Sun Jason* to "give Jack Borcich the kind of vessel he wanted." One thing he asked was a flush afterdeck to avoid carrying 30 tons or so of water in the stern in rough weather, when the seas come in faster than the water can run out through scuppers—especially when the boat is loaded.

Another first impression is that *Sun Jason* is a roomy boat. The machine shop in the compressor room gives the engineers plenty of room to operate, and is not just a crowded booth where a man has to maneuver himself into corners to work a drill-press. It is a fully adequate shop as to floor space as well as equipment, with arc and acetylene welding facilities, a drill-press and small lathe, full assortment of hand tools, and, in short, all that a small commercial machine shop on shore would have.

Self-Sufficient

Chief Alexander, as the trip proceeded, showed himself to be an exceptionally resourceful and handy engineer. About the fourth day, when the tropical heat came down, the galley became pretty near unbearable, but it took the engineer only about 20 minutes to rig an electric fan to a porthole (where he found the fan was not learned) after which the galley was the coolest place aboard.

When Mrs. Alexander remarked that it would be nice to barbecue some steaks on the afterdeck—if we had a barbecue—Mr. Alexander in about 30 minutes made a perfect barbecue out of an oil drum.

When the skipper found that his intercom speaker was inconveniently located on the pilot house wall, Mr. Alexander took about four hours to move it to the port rail by the throttle control. From this post, without ever moving his feet, Capt. Borcich will be able to maneuver the ship and give instructions to the men working the net on the afterdeck, also talking to the man on crow's nest where there is another intercom station.

In short, Mr. Alexander spent his time on the trip making a thousand installations, repairs, rearrangements and installing automatic devices (like an automatic switch for re-filling the fuel day-tank) which will make the *Sun Jason* a highly efficient, trouble-free ship.

Mr. Gomes also turned out to be a steady and skillful worker. The second day out, he began chipping old paint, and before the end of the cruise a good deal of the surface of the ship had been repainted by Mr. Gomes and Mr. Huamachumo. Mr. Reforme soon became Mr. Alexander's right-hand in the engine room.

CAPTAIN JACK BORCICH commander of National Marine Terminals' tuna seiner **Sun Jason,** takes his big steel vessel below the Equator to fish tuna for Frigerificao Paita, S.A., in northern Peru.

JOHN ALEXANDER, chief engineer of the **Sun Jason,** looks up from a bit of work in his shipboard machine shop as he uses the long run south beyond the Equator to fit her perfectly for her Peruvian assignment.

RAUL RODRIGUEZ, associate editor of **Pacific Fisherman,** standing his engineroom watch aboard the 130′ tuna seiner **Sun Jason** en route from San Diego to Paita, Peru.

Every Man on Watch

● All hands took watches, including the editor, who drew a night engineroom assignment.

The engine-room of the *Sun Jason,* like so many other parts of the ship, is roomy. The main propulsion engine is a Superior 1000-hp., six-cyl. diesel unit, with two Chicago Pneumatic 225-hp., six-cyl. diesels for auxiliaries.

In the compressor room over the engine-room are three Kohlenberger 6 x 6 compressors for the ship's refrigeration system, which is a conventional brine system. A Kohlenberger 3 x 3 compressor supplies refrigeration for the day box in the galley, and the meat box. General Electric 35-hp. motors drive the big compressor, while the 3 x 3 is driven by a 10-hp. G. E.

Even the shaft-alley is unusually roomy on the *Sun Jason.* The shaft is steel, with a Monel tail shaft and Goodrich Cutless rubber stern tube bearings. The propeller is a Lanbie three-blade wheel, 5½′ diameter.

420-Fathom Nylon Net

● *Sun Jason* sailed without a net, for she was to pick up at Paita a 420-fathom all-nylon purse seine made in Lima by Textil Maritima, S.A., a firm headed by Hugo Parks.

The net consists of five meshes of five in. parachute cord selvage at the cork line; then six strips of 42-twine 4¼″ mesh; then 50 meshes of 8″ 54-twine webbing; then 5 meshes of 8″ parachute cord selvage next the lead line, which is ⅜″ galvanized steel. The net will be supported by about 5500 Goodrich Spongex synthetic floats. The purse line is 9/16″ and ⅝″ Norwegian steel cable.

The nylon in the webbing is all DuPont heat-resistant nylon.

This net will be worked with a Northern Dragger 250-S winch, product of Tacoma Boat Building Co., driven by a G. E. 40-hp motor through a Chain Belt 3.5:1 reduction gear. Controls on the winch are electrical, but the Power Block and the vang winches on the upper deck that swing the boom from side to side are hydraulically controlled.

The Puretic power block is the largest size manufactured by Marine Construction and Design Co., Seattle, and is mounted on a 60′ steel boom about 14″ diameter at its largest point, tapering toward top and bottom. The boom is capable of lifting 15 tons. There is also the conventional short boom for brailing, skiff handling and utility.

The mast stands 54 ft. off the deck. The crow's nest has no cover, which is another of Capt. Borcich's ideas. A cover, he said, traps the heat of the tropical sun in the crow's nest, making a covered enclosure much hotter and uncomfortable than an open crow's nest.

The vang winches are driven by 15-hp. G-E motors, and the hydraulic controls operate at 1500 psi. pressure. An important safety feature pointed out by Mr. Alexander is that the hydraulic controls are so hooked up that the port control must be shut off before the starboard one will operate, and vice versa. This makes it impossible for both controls ever to pull against each other.

● The big net skiff is 26′ 8″ by 14′ 8″, built by Boyce Boat Co. of San Diego, and quite an achievement in skiff design and construction. Made of oak-ribbed plywood, she is covered inside and out with glass fiber skins, and her bow and other exposed parts are reinforced with heavy metal plate. She is powered by an Allis-Chalmers 85-hp. diesel engine with hydraulic starting.

Besides the big skiff, *Sun Jason* carries a Western Fairliner speedboat, 22′ by 6′ 8″ beam, made of laminated plywood and powered by a 95-hp. Chrysler Crown gasoline engine.

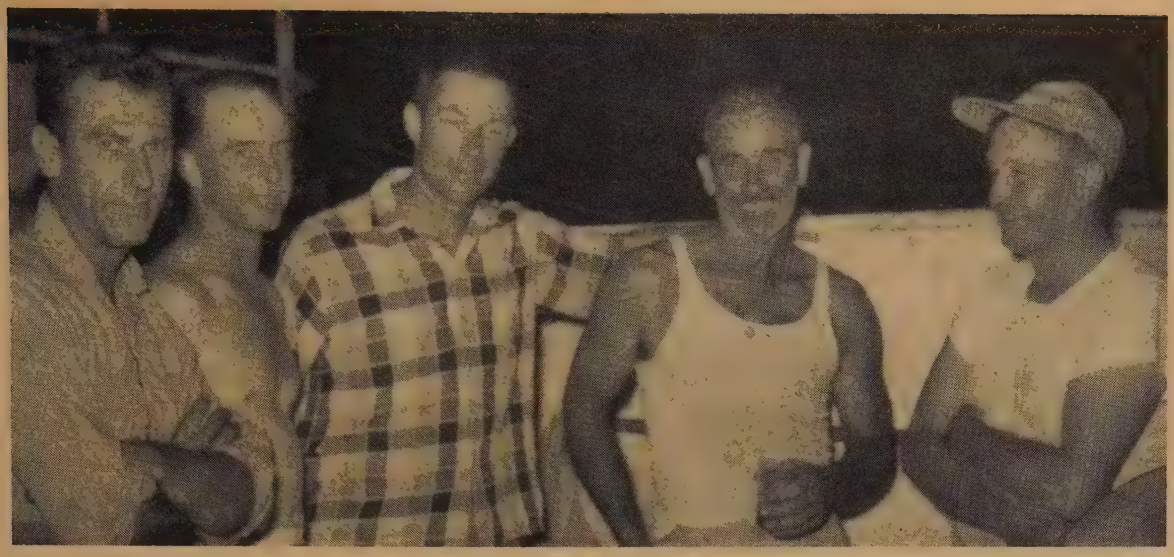
A touch of luxury is provided for *Sun Jason's* complement by a Maytag electrical washing machine mounted on the afterdeck near the galley. One of Chief Alexander's brilliant improvements was hooking up a fire hose with electrical pump control handy to the washing machine so the men can with minimum effort do their wash with clean, high-pressure sea water.

The men's accommodations are on the upper deck as usual. *Sun Jason* sleeps 16, including the skipper and engineer, who have private quarters aft. The crew is berthed in four rooms, three with four bunks each and one with two bunks. There is an extra head on the main deck, with hot and cold running water and a shower.

There is also an extra bunk in the chart room, which Capt. Borcich occupied on the ferry cruise, having gallantly yielded his room to Mrs. Alexander.

Seeking the Easy Route

Wonderful weather-bright skies and glass-smooth seas continued as they approached the Gulf of Tehuantepec, a sea that all sensible seamen respect and fear. Although the weather was perfect, Capt. Borcich chose to run close to shore, and thus even in Tehuantepec enjoyed perfect conditions. Below Champerico, Guatemala, the heat closed down, and not until they made open sea opposite the Gulf of



COMPANY COMES ABOARD—Guests from the clipper **Mary Jo** come aboard the larger **Sun Jason** to see just how the steel craft has been converted from clipper to seiner. **Mary Jo** was on a scientific charter to the Inter-American Tropical Tuna Commission. From the left: John Alexander, **Sun Jason's** chief engineer; Bruce Chatwin and Gordon Broadhead, Tuna Commission scientists; Capt. Joe Sousa, **Mary Jo's** skipper; and Capt. Jack Borich of the **Sun Jason.**

Panama, days later, were they free of the damp, oppressive days.

● Just out of Papagayo Gulf, *Sun Jason* was hailed on the radio by Joe Sousa, skipper of the *Mary Jo,* under charter to the Inter-American Tropical Tuna Commission on a tuna-tagging trip out of Panama.

Capt. Sousa was interested in seeing the newly-converted *Sun Jason,* the two vessels drew together and lay to while a party from the *Mary Jo* rowed over in a skiff. In the party were Mr. Sousa, Gordon Broadhead, senior scientist of the Commission, and his colleague Bruce Chatwin. A third scientist, Antonio Landa, chief of the commission laboratory at Paita, remained aboard his ship.

The skippers went over the whole ship, from the anchor winch, which was built by Johnson Machine and Foundry Co., Los Angeles, to the big new turntable astern.

The turntable, built by National Steel, is 26′ by 26′, tapered at both ends, made of steel-reinforced timbers and equipped to carry both a deep net and a shallow net.

● Fuel capacity of *Sun Jason* is 84,000 gals., although of course she will not carry that much while fishing from Paita in South American waters. She has three bow tanks, 6,000 gals. capacity each, and six double bottoms. She can carry 6,400 gals. of fresh water, and 14,000 gals. lubricating oil.

Alaska Salmon Traps Granted Stay of Execution for Appeal

● Salmon traps were granted a stay of execution extending into May or early summer by the U. S. Circuit Court of Appeals of Washington, D.C., in April. This kept alive for a time the hopes of trap owners that they might be able to operate for another season.

However, the anti-trap forces in Alaska before the end of April were erecting further roadblocks, which ranged all the way from veiled threats to the legal barbed wire provided by the Alaska legislature.

These entanglements included a law prohibiting the anchoring of a trap on any land owned by the state; prohibition of fish trap operation; order of Governor Egan that no licenses be issued for trap operation.

In ruling on the case brought by several trap owners, operators, and union fishermen engaged in trap work, the appellate court over-ruled the district court, which had dismissed the action. The circuit court said that the appeal involved a substantial question of law.

It was to receive briefs April 29; and would set a date for hearing thereafter. There was no indication as to when ruling might be expected.

Reel Gillnetter Comes To Columbia River

The stern-picking reel gillnetter of the Puget Sound-Fraser River type, is beginning to appear on the Columbia River, where the dominant type long has been the bow-picker with power roller over the bow quarter.

A new gillnet boat of the reel type, the *Judd,* owned by W. W. Williams of Astoria, was put to work there with the opening of fishing in May. It was built at the Blix Brothers yard.

* * *

● **Standard Fisheries, Inc.,** Fishermen's Wharf, San Francisco, is adding a new freezer. The new box will be 30 x 18′, and refrigeration will be provided by a York ice machine.

Tex Painter Dies On His Troller at Sea

A well known Moss Landing fisherman, Earl "Tex" Painter of Hollister, recently died at sea aboard his boat *Nora R.*

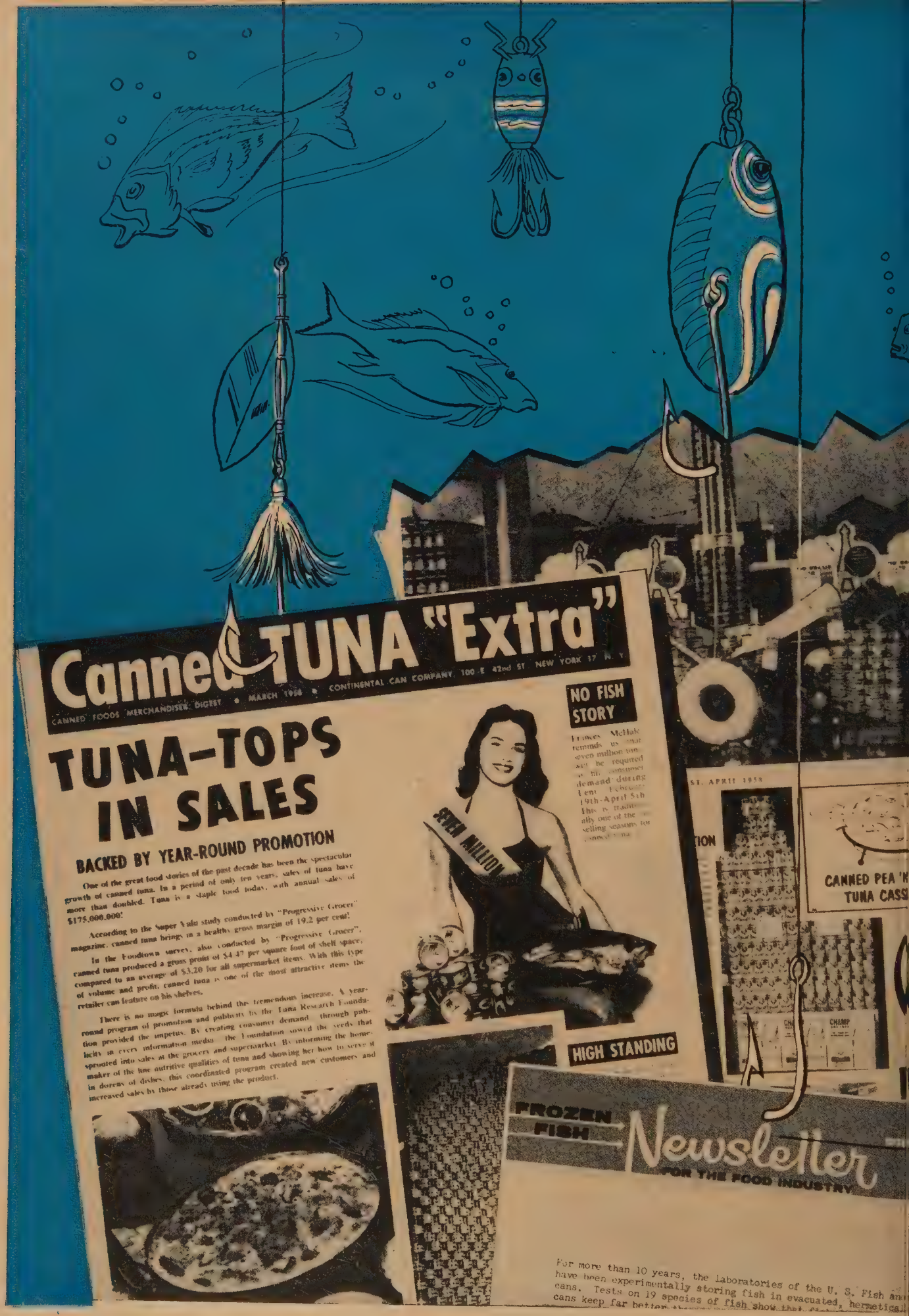
Mr. Painter had been getting gear in readiness for the opening of the commercial season when the fatal attack occurred.

Don Coffill and Dick Maier, fishing on the *Harriet Mae* nearby, realized the serious situation of the boat and skipper and towed the *Nora R.* into the Standard Oil dock. Mr. Painter started fishing about 10 years ago, first on the boat *Bulldog,* later on the *Kolie,* which he lost on the beach near Moss Landing. He bought the *Nora R.* a year ago.

Lazio Expands in S.F.

Tom Lazio, Tom Lazio Fish Co., Eureka, has taken over the Consolidated Fisheries premises at 425 Washington St., San Francisco, and is operating it as another wholesale branch.

In charge are Sal Alioto, Sal's nephew, Joe Alioto, and Serge Cincotta, Tom's son-in-law.


Canned TUNA "Extra"
CANNED FOODS MERCHANDISER DIGEST • MARCH 1958 • CONTINENTAL CAN COMPANY 100 E 42nd ST NEW YORK 17 N Y
TUNA-TOPS IN SALES
BACKED BY YEAR-ROUND PROMOTION
One of the great food stories of the past decade has been the spectacular growth of canned tuna. In a period of only ten years, sales of tuna have more than doubled. Tuna is a staple food today, with annual sales of $175,000,000!
According to the Super Value study conducted by "Progressive Grocer" magazine, canned tuna brings in a healthy gross margin of 19.2 per cent!
In the Foodtown survey, also conducted by "Progressive Grocer", canned tuna produced a gross profit of $4.47 per square foot of shelf space, compared to an average of $3.20 for all supermarket items. With this type of volume and profit, canned tuna is one of the most attractive items the retailer can feature on his shelves.
There is no magic formula behind this tremendous increase. A year-round program of promotion and publicity by the Tuna Research Foundation provided the impetus. By creating consumer demand through publicity in every information media, the Foundation sowed the seeds that sprouted into sales at the grocery and supermarket. By informing the homemaker of the fine nutritive qualities of tuna and showing her how to serve it in dozens of dishes, this coordinated program created new customers and increased sales by those already using the product.
NO FISH STORY
Frances McHale reminds us that seven million tuna are be requested of the consumer demand during Lent February 19th-April 5th this is traditionally one of the selling seasons for canned tuna
SEVEN MILLION
HIGH STANDING
CANNED PEA 'H TUNA CASS
FROZEN FISH Newsletter FOR THE FOOD INDUSTRY
For more than 10 years, the laboratories of the U. S. Fish and have been experimentally storing fish in evacuated, hermetical cans. Tests on 19 species of fish show that cans keep far better

How Continental hooks sales for fish and sea food packers

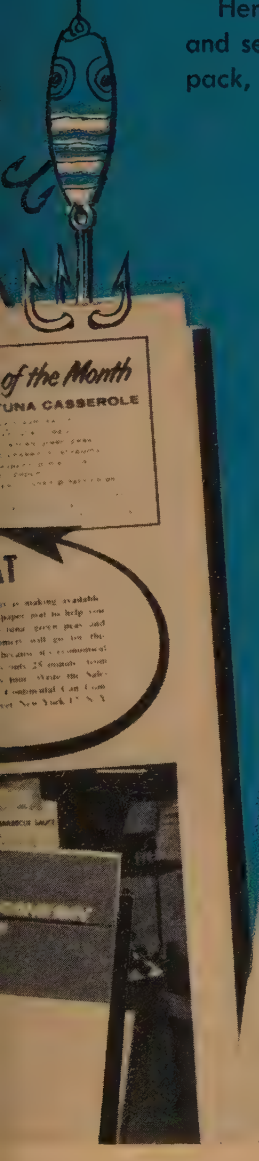
Our interest in our customers doesn't stop when you receive a shipment of containers at your plant. We pitch right in and help move your product on the national market. For example, we give fish big play in our *Canned Foods Merchandiser Digest*—an idea-filled tabloid mailed regularly to headquarters buyers and 100,000 supermarket operators throughout the U. S. We issue helpful, fish-promoting bulletins to the most aggressive food brokers. And hundreds of newspapers, magazines, and home economists get our feature articles suggesting new ways to prepare and serve fish.

Here are some of our recent efforts on behalf of tuna. Other fish and sea foods get similar support. Wherever you are, whatever you pack, Continental works to hook sales for you.

CONTINENTAL CAN COMPANY

TAILOR-MADE PACKAGE SERVICE

Russ Building, San Francisco 4
1120 Wilshire Boulevard, Los Angeles 17
Executive Building, Portland 4
Skinner Building, Seattle 8



Quality Under Scrutiny

Judging of salmon steaks at the NFI convention in New York revealed in particular the impact of storage temperatures, both as to degree and constancy, upon the quality of frozen fish products. Here Palmer Olson, New England Fish Co., Seattle, left, and J. Antonelli, Fishermen's Federation, Vancouver, B. C., are critically examining thawed salmon steaks.

"Ice Cold is Too Hot"

● "Ice Cold is Too Hot" was the catch phrase for an astonishing demonstration of the effect of temperature and its fluctuation on quality in fish —a demonstration which high-lighted the National Fisheries Institute convention in New York in April.

The demonstration consisted of packaged frozen fish in 16 categories, with samples in each sufficiently numerous so they could be changed daily during the convention. Each group of samples was prepared from the same individual fish, or landing.

Each of the 16 lots was divided into three groups. They were all frozen under identical conditions and then one group was stored at —20° F., 0°, and 10° above. They remained in storage at these temperatures for nine months, save for certain lots which after eight months were removed from this uniform storage and treated in a manner designed to simulate the experience of fish in the process of being distributed to the consumer over a period of one month.

In this process they were held at +10° for 10 days. Then they were storaged at 0 for 10 days. Finally they were held at +15 for four days and at +20 for nine days.

In each case this treatment at higher —but still well below freezing—temperatures for one month produced serious de-grade in the condition of the products.

It was plainly noted that the goods stored at —20 in each case was superior to that stored at 0 and +10; and that in some cases the fish which had passed through the "simulated retail-to-consumer" treatment was definitely sub-standard, if not unmerchantable.

A number of the samples of salmon were frozen in evacuated plastic film pouches with a vacuum of 30".

These pouches and this method, which are now coming into employment on the Pacific Coast, are considered by technologists as offering excellent protection for frozen fish, while their transparency gives full visibility without the drawbacks which sometimes result where a window package is used and the goods are not vacuum-packed.

Food Is a Bargain

● An attempt to correct the misimpression by the public that food prices are at an all-time high was made at the N. F. I. convention by Paul J. Cupp, Philadelphia, president of American Stores.

Using the Consumer Price Index as a reference, Mr. Cupp pointed out that while food is the largest component of the index, in the past 6½ years food costs have advanced only .5 of a point while the general index rose 9.4 points.

Mr. Cupp told the Fisheries Institute that their future progress hinged on further refinements in packaged, frozen merchandise rather than the high handling costs of their fresh products.

"With supermarket selling now so impersonal," Mr. Cupp said, "any success in distributing a product is heavily dependent on a high uniformity of quality." "The customer who buys a satisfactory product today," he said, "wants to find it exactly the same when she buys it a week or a month hence."

He pointed out that two-thirds of all the food sold at retail in the United States is in self-service markets and predicted that it will reach "90 per cent of the total."

In 1947 the chains (four or more stores) accounted for 33 per cent of retail food sales and today are but 43 per cent, according to Cupp. During the same period the affiliated independents have soared to a current 45 per cent of the total market.

Mr. Cupp, whose American Stores Company is among the five largest corporate chains, said that the sales by the unaffiliated independents which have dropped to 16 per cent of the market currently from 39 per cent in 1947 have caused them to send up anguished cries and charges of monopoly trends, "perhaps with plausibility if not reason."

"There is total silence, however," Mr. Cupp averred, "on the simple fact that many of the more progressive independents are now affiliated and happy in their new status. Also conspicuous by non-mention is the fact that the five largest chains today have about the same percentage of the total market that they had 25 years ago."

Instead of a monopoly trend, and despite the mergers and acquisitions of record, most of which involve expansion into new areas without any lessening of competition, Mr. Cupp continued, there is actually more vigorous competition today than ever before.

"We in industry and especially in distribution know that growth is possible only with public approval—day by day—that we have no franchise, no patents, no tenure of office."

PACIFIC FISHERMAN'S NEWS

MAY 1959

Sensitive Bering Sea Halibut Area Yields 2.25 Million Lbs.

● Excellent halibut fishing in Bering Sea, the sensitive area where the Soviet fleet also is fishing, marked the opening of 1959 fishing for the American and Canadian fleets. Whether the Russians have been fishing halibut is not clear.

Subsequent prices on the Seattle and Canadian markets generated no rejoicing among the fishermen, for they ranged 5 to 7c below those realized by the early deliveries in 1958.

This was in line with forecasts made at the National Fisheries Institute convention in New York City just before the first deliveries. There leading factors in the primary halibut market predicted that prices for the year 1959 would average about 15% under those of the previous year.

● Early halibut operations had more features than a shad has bones.

At least 42 boats fished the Bering Sea grounds in the April extra-season, 23 Americans and 19 Canadians, a sharp shift from the year before. The Americans fumbled the ball in 1958, only 10 taking to the Sea, with the 13 Canadians making a nice clean-up.

Most of the fishing was done on the Polaris Spot, discovered by the International Halibut Commission's tagging operations conducted by the schooner *Polaris*, Capt. Arne Einmo, in 1957. Fishing was good, in spite of mean weather, so cold at times that the gear froze as it came from the sea.

In general it appeared to the commission staff that the Polaris Spot yielded better than in 1958 per unit of effort.

● Before the end of April it was estimated that the month-long extra season would yield 2¼ million pounds of Bering Sea fish—about equal to the amount taken there in all of 1958.

This was sensitive ground, and the Soviet fleet was hovering about. Actually, one of the big 140-footers under the Hammer-and-Sickle lay near the *Attu* for hours one night, watching her operations, and exchanging cigarettes and hooks.

South of the Peninsula the fishing was rated normal, closely comparable with 1958 experience.

● Octopus made a distinct difference in the process of evaluating the landings and fishing effort as translated into data on the condition of the halibut population.

This was because of its wide use this year as bait, and the growing conviction that a boat fishing with octopus catches more fish per set on a given ground than one employing the conventional bait materials. The fishermen have been convinced of this for some time, and now the scientists and statisticians are swinging into line.

● Railhead deliveries featured the special April season, in marked contrast to last year, when a large part of the early fish were delivered to Sand Point. This year the tendency was to bring the main trip to Prince Rupert, Vancouver or Seattle, with only broken trips and top fish going to the Shumagins.

The price realized was only about 5c better, and probably didn't prove profitable — but as someone said: "Maybe they came down to get warm."

Once Area 3 proper was opened, it had a special attraction for the Westward boats because of the larger

(Continued on page 23)

Salmon Trolling Light at Start; Prices Ease Off

● Salmon trolling, which employs more vessels than any other phase of the Pacific fisheries, was extremely light during the first fortnight of the 1959 season, which opened April 15.

In general, it appeared that best fishing — which was not good — was being found to the south of Cape Flattery, with Columbia River deliveries running above those to the Seattle market on a relative basis, making allowance for the amount of truck deliveries to the latter market.

Early prices were high, up to 69½c at Seattle, but that meant little in view of the negligible amount of fish for which it was paid.

Actually, early salmon prices this year represented something of a decline from those of even dates in 1958. This appeared to be in line with the trade's expectations, for at the National Fisheries Institute convention in New York just as the troll season opened, Pacific factors made no secret of the fact that they expected lower salmon prices this year. Some mentioned the prospect that they might be off by 25%, although certainly this was not evident in sales on the Seattle auctions to the end of April.

California Imports of Frozen Tuna

Cumulative data in tons for 1959 through April 11, and for other years to the nearest comparable date. Data from U. S. Market News Service

	Albacore	Skipjack	Yellowfin	Unclassified	Total
San Francisco	196	151	2,480	...	2,827
San Pedro	5,242	1,991	11,620	...	18,853
San Diego	427	194	1,468	...	2,089
Total to April 11	5,865	2,336	15,568	...	23,769
1958	4,474	1,145	10,170	82	15,871
1957	8,016	3,781	7,080	102	18,979

B.C.'s Dogfish Campaign Only Partly Effective

The Canadian fisheries department spent $67,300 on a seven weeks' campaign to reduce the number of predatory dogfish in commercial fisheries areas in British Columbia last winter.

While 2,470 tons of dogfish were taken during the raids, the project did not kill off as many as expected.

mermaids recommend TRIPLE "C"

But in case you don't know any of these beautiful boat bottom connoisseurs, any real mariner will tell you the same thing: No grass grows on a **TRIPLE "C"** bottom!

The same applies to teredos, barnacles or other uninvited submarine growth. AND—with **TRIPLE "C"**—Cape Cod Copper Compound—you beat the high cost of haul-outs, because your hull remains clean, slick and drag-free for MONTHS LONGER than with ordinary bottom paints. Write us—American Marine Paint Company, 311 California Street, San Francisco 4, for free Work Boat catalog.

AMERICAN MARINE PAINT COMPANY

SINCE 1903

Pacific Fisherman's NEWS
MAY 1959 Volume 57 Number 6

DeWitt Gilbert .....Editor
Stuart F. Leete.....Associate Editor
Charles L. Shaw.....Canadian Editor
Raul Rodriguez.....Associate Editor
A. W. Ponsford .....Southwest Mgr.

A Miller Freeman Publication

William B. Freeman .....President
Lawrence K. Smith....Vice-President
Miller Freeman, Jr....Secy.-Treasurer

Publication Office
731 S. W. Oak Street, Portland, Ore.
CApitol 2-1314

Editorial & Advertising Offices
71 Columbia St., Seattle 4, Wash.
MAin 2-1626

DISTRICT OFFICES
370 Lexington Ave.....New York 17, N. Y.
MUrray Hill 3-9294
1791 Howard St. (Rm. 308)...Chicago 26, Ill.
ROgers Park 4-3420
402 Pender St. West.....Vancouver, B. C.
MUtual 5-7287
3501 Eagle Rock Blvd.....Los Angeles 65
CLinton 5-7194
500 Howard St.....San Francisco 5, Calif.
EXbrook 7-1881
315 No. Avalon Blvd. .....Wilmington, Calif.
TErminal 4-4538

Bering Sea Halibut Catch

(Continued from page 21)

fish found there, and the premium of about 4c being paid at Seattle for Large over Mediums in the first year for three-way size grading on that market.

Fish from Bering Sea run smaller than the average south of the Peninsula; but their quality this year was rated extremely good. Part of this high grading may have been due to the cold weather during the first month of fishing, but in general it was believed inherent in the fish themselves. One measurable difference in the Bering Sea fish this year was the lower proportion of gray halibut. This probably follows from the utilization of the stock. All-in-all, the Area 3B halibut seemed to be winning for itself a reputation for good quality.

Continued fishing of the Bering area through the season is anticipated to some extent particularly as result of the inducement provided by the fleet's provision for vessels making bona fide trips into Bering Sea to be excused from the voluntary stay-in-port between trips.

● First trip of the season on the Seattle market was 62,000 lbs. brought by the *Eclipse*. This was followed by a big one, 125,000 lbs. landed by the *Recruit* and sold to Washington Fish & Oyster Co. for 25-23.6-21.

Thereafter the price level fell somewhat and to presstime few fares commanded a top price above 25c.

Operation of the Seattle Exchange on a three-price basis brought it in line with practice elsewhere.

Despite the handicap imposed by a decline in funds available from the United States government, the International Pacific Halibut Commission is operating a substantial tagging program in Area 3B this summer. The Canadian vessel *Allaverdy* has been chartered for a period of from three to four months, and is due to get away to Westward before the end of May. In the original planning start had been scheduled for the first of May, but reduction in available funds forced delay ininitiating this vital program.

Here's a Bit o' Bait

● A few days after the first deliveries of the 1959 halibut season, an editor of *Pacific Fisherman* was in New York City and strolling along Lexington Avenue, looking for a likely place to have lunch. One restaurant displayed in the window an appetite-tickling come-on banner which read:

"Fresh Water Halibut"

No, the man didn't have the courage or the curiosity to go in and order some. He didn't think he'd like it.

King Crabbing Closed

With the King crabs of the Kodiak Island area going generally into moult, fishing for this species was suspended in the Kodiak area from April 15 through May 27.

$20,000 SHARE FISHERMEN GET RELIEF FUNDS

Fifty British Columbia fishermen each earned $20,000 or more last year, but collected unemployment insurance benefits when the season ended, James McGregor, director of the Canadian Unemployment Commission, told the Fisheries Council of Canada at its annual meeting in Ottawa recently.

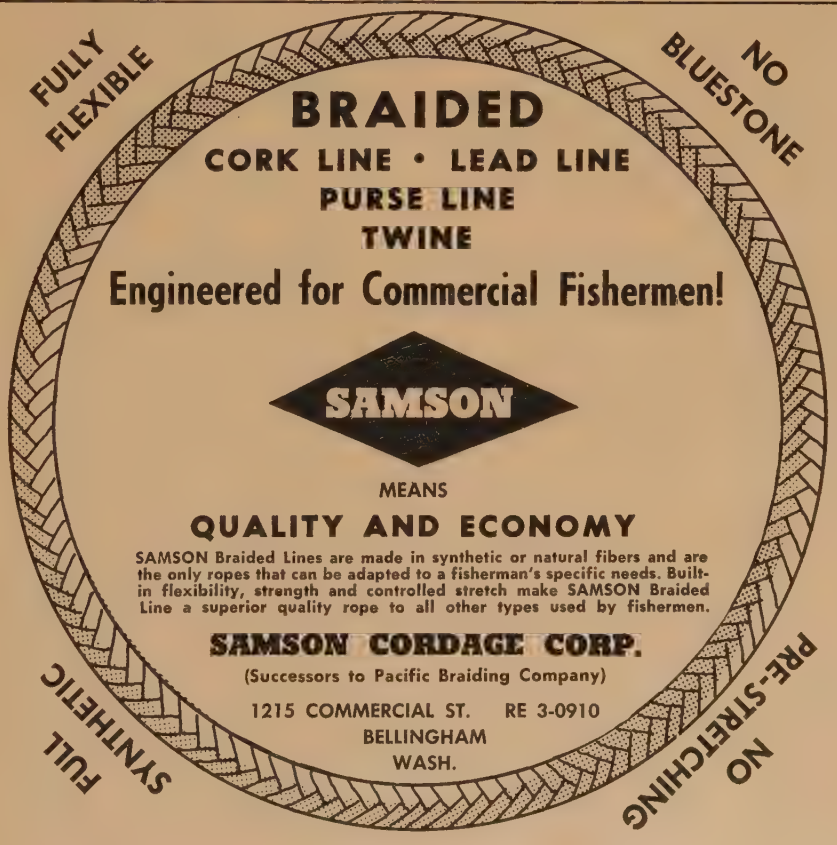
Mr. McGregor said the fishermen are entitled to collect $30 a week when "not employed," and that no means test is applied to determine need.

Reidar Hammer Chosen F.C.A. Chief Third Time

Reidar Hammer of Seattle, was re-elected last month as president of the Fishermen's Cooperative Association for the third consecutive term in that office and his ninth year as a director of the Association.

Kris Kyvik of Aberdeen, was named vice president and Bert Johnston, secretary-treasurer. Tom Leal of Port Angeles and Oscar Hall of Seattle are the new members of the board of directors.

Henry Parpart of Seattle, Harold Graham of Port Angeles, and Dan Hjort of Kirkland make up the rest of the board members serving in 1959.


FULLY FLEXIBLE
NO BLUESTONE
BRAIDED
CORK LINE • LEAD LINE
PURSE LINE
TWINE
Engineered for Commercial Fishermen!
SAMSON
MEANS
QUALITY AND ECONOMY
SAMSON Braided Lines are made in synthetic or natural fibers and are the only ropes that can be adapted to a fisherman's specific needs. Built-in flexibility, strength and controlled stretch make SAMSON Braided Line a superior quality rope to all other types used by fishermen.
SAMSON CORDAGE CORP.
(Successors to Pacific Braiding Company)
1215 COMMERCIAL ST. RE 3-0910
BELLINGHAM
WASH.
FULL SYNTHETIC
NO PRE-STRETCHING

No Observable Damage—That was the verdict reached on scientific evidence collected during the seismographic explorations of the Standard Oil Co. of California in Cook Inlet early this year. The underwater detonations were planned to avoid damage to fish or shellfish, and seemed to work out that way. All seismic exploration was conducted under observation by Charles Meacham, Alaska Department of Fisheries biologist. Here some of his photographs and data are examined by fishermen and scientists. From the left: Erling Strand, Petersburg fisherman; Dan Gittings, Alaska research librarian; Fred Haltiner, Petersburg fisherman; Meacham; and Walter Kirkness, chief of commercial fisheries, Alaska Department of Fisheries.

Japan's Mid-Pacific Tuna Fleet Increased

Increased tuna fishing pressure will result from the grant of permission by the Japanese fishery agency for a number of Hokkaido salmon fishing boats to enter the tuna field. The vessels have been displaced from their normal activity by the Soviet closure of the Okhotsk Sea to off-shore fishing.

The quota for this mid-Pacific tuna fishery will be the same as in 1958, when it was 13,600 metric tons, plus an extension of 9,300 tons.

California Fish & Game Will Depth Bomb Sea Lions

If California's sea lions are roaring, there's good reason.

The Senate Fish & Game Committee approved a resolution authorizing the Fish & Game Department to trim the state's 19,000 sea lion population to 5,000.

The salmon industry has been urging the sea lion cut back, claiming the animals prey on salmon as the fish head for their spawning grounds.

Industry spokesmen, unsuccessful with a bill to permit unlimited shooting of sea lions, suggested a new method of attack—depth bombs.

The California Trollers Association said depth bombing would be a neat, easy, and cheap way to kill the sea lions.

B.C. Herring Management In Committee's Hands

A special committee composed of A. J. Whitmore, area director, Canadian department of fisheries, and Dr. A. W. H. Needler, director, Fisheries Research Board of Canada's biological station at Nanaimo, has been established to work out the best management practices and procedures for the herring fishery of British Columbia.

Creation of what is known as the B. C. herring management committee, was announced recently by Canadian Fisheries Minister J. Angus MacLean. The group will have an advisory panel drawn from fishermen's and trade organizations with whom it will consult.

Mr. MacLean says that the new committee will operate somewhat along the lines of one set up for the study and management of the Skeena River salmon fishery which has functioned successfully since its formation several years ago. The problems of the herring fishery, however, are entirely different from those of the salmon fishery insofar as research and management programs are concerned.

As part of its responsibilities, the herring committee will be obliged to examine the basis for herring management and also develop plans for effective dissemination to the industry of scientific knowledge in relation to the over-all program.

New "Alaska Standard" Serving State's Fisheries

A brand new 255′ tankship, second to bear the name *Alaska Standard*, was christened at Portland in April by Mrs. William Egan, wife of Alaska's first elected governor and immediately after the ceremonies the tanker, owned by Standard Oil Company of California and operated by their marine subsidiary, California Shipping Company, left for Puget Sound and the many Alaska ports she will serve in the years to come.

Alaska Standard was built to replace a ship which has been in service since 1923. The new 18,400-barrel ship is essentially a floating petroleum products bulk plant and service station, so designed that she can safely enter shallow-draft areas along the Alaska coast line to service fishing, canning and lumbering installations as well as domestic demands in larger port and connecting inland areas.

Operating principally out of Standard's Point Wells terminal near Seattle, *Alaska Standard* is powered by a 1700 horsepower diesel engine, giving her a sea speed of eleven knots. She carries a crew of 27 and was built at a cost of approximately $2 million.

* * *

● Oswald Machine Works Co., Fishermen's Wharf, San Francisco, has been appointed northern California and northern Nevada distributors for WinPower portable electric plants and generators, powered with both diesel and gas engines.

STANDARD ENGINEER'S FIELD REPORT

PRODUCT RPM DELO OIL

APPLICATION MV ENDEAVOR Monterey, California

No stuck rings in 10 years using RPM DELO Oil

John Genovese, (above) Captain of purse seiner MV Endeavor, reports, "We've used RPM DELO Oil for over 10 years without having a piston ring stick or clog. At time of last engine inspection there was no carbon build-up, no sludge or deposits of any kind. We are thoroughly satisfied with the performance of RPM DELO Oil." Main engine of the 86-ft. Endeavor is a 250-hp Enterprise diesel.

MV Endeavor, carries crew of 12, stays out as long as 90 days on fishing trips into Mexican waters...goes as far South as Peru. She has capacity for catches of 110 tons of tuna, 150 tons of sardines or mackerel. Auxiliary power for refrigeration is supplied by a Caterpillar engine which also uses RPM DELO Oil.

Why RPM DELO Oils reduce wear—prolong engine life

- Oil stays on engine parts—hot or cold, running or idle
- Anti-oxidant resists lacquer formation
- Detergent keeps parts clean
- Special compounds prevent corrosion of bearing metals
- Inhibitor resists crankcase foaming

For More Information contact your Standard Engineer or Representative, or write 225 Bush Street, San Francisco 20, California.

LUBRICATING OILS RPM DELO

TRADEMARK "RPM DELO" AND "CHEVRON" DESIGN REG. U.S. PAT. OFF.

STANDARD OIL COMPANY OF CALIFORNIA

LOIS SEAVER
CAROL VIRGINIA
MARY BARBARA
UNITED STATES
ELSINORE
WESTPORT
MISSOURI
CONCHO
INDEPENDENCE
SEA PREME
CONTE BIANCO
EQUATOR
ECUADOR
ANTOINETTE B

it's MURPHY DIESEL

for Auxiliary Power in NASSCO's Tuna Fleet

For the greatest dependability where it counts the most . . . vital electric power for refrigeration, safe navigation, quick communication . . . Murphy Diesel Generator Sets are specified by National Steel & Shipbuilding Company of San Diego for their famous tuna clipper series. In the *San Juan*, as in her sister ships of the NASSCO 340-ton class, each of two 191 HP (continuous) Murphy Diesel Engines drives a 125 KW generator.

The selection of Murphy Diesel Auxiliary Power by a shipbuilder like NASSCO, who has been building fishing boats since 1946, again indicates the widespread confidence in Murphy's reliable, trouble-free performance.

When you need economical power for auxiliary service or main propulsion, see your Murphy Diesel Dealer about power you can depend on.

MURPHY DIESEL COMPANY

5301 W. Burnham St. **Milwaukee 14, Wis.**

Heavy-Duty Power for fishing — Murphy Diesel Marine Type Generator Sets, 64 to 165 KW; Marine Propulsion Engines, 96 to 243 HP; Auxiliaries, 96 to 264 HP. 416B

ALASKA-PACIFIC SUPPLY, INC.
2412 Market Street
Seattle 7, Washington

NATIONAL STEEL & SHIPBUILDING CORP.
Harbor Drive at 28th
San Diego 12, California

NORTHERN ENGINE & EQUIPMENT (B. C.) Ltd.
2126 Yukon Street
Vancouver 10, British Columbia

NORTHERN ENGINE & EQUIPMENT (B. C.) Ltd.
Box 184
Prince Rupert, British Columbia

OSWALD MACHINE WORKS
2936 Hyde Street
San Francisco 9, California

Crab Association Lifts Price to 16c Level

The Washington Crab Association, a cooperative of crab producers centering at Westport, Wash., raised its price for ocean-run crabs 2c to 16c in an announcement by Richard Rydman, president, late in April.

This is twice the price which ruled at some of the Pacific Northwest landing ports during much of the 1958 season.

All along the coast of Washington and Oregon crabs have been seriously scarce this season, following two years of high-level abundance. This condition was particularly marked in Oregon this spring, with catches continuing to decline. Size of crabs also was below normal.

Peterson Marine Outlet Formed by "Cat" Firm

Peterson Tractor Co., San Leandro, Calif., one of the largest Caterpillar engine and tractor distributorships in the world, has organized a marine engine division to be known as Peterson Marine.

The division will be headed by Glenn Peterson, manager, assisted by E. D. Cryer, Jr., and Pat Plunkett, both well known in the northern California marine industry.

Two Small Trollers Sold at Moss Landing

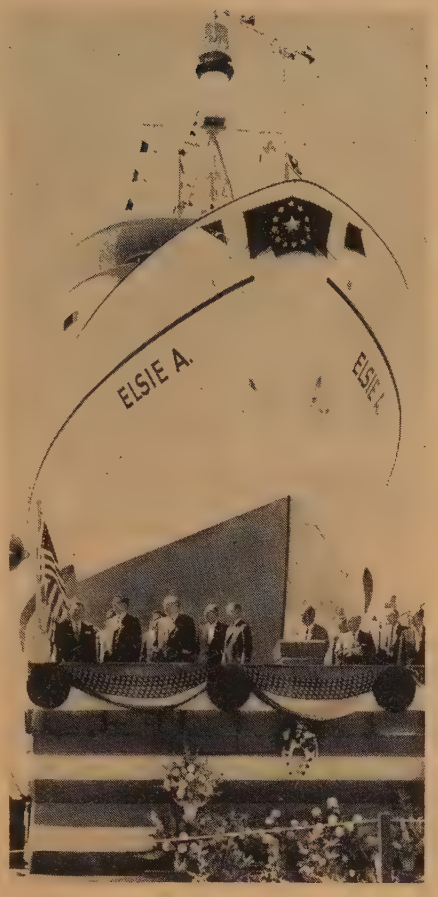
The 24' *Gull I* with Star marine conversion engine has been bought by Joseph Whitehead of Salinas from Robert Minto of Freedom. P. E. Rouse of San Jose is the new owner of the *Let's Go*. The 29' boat was built in 1951 by Lobruzzi and has cedar planking and oak ribs. Engine is a Nordberg 155-hp. installed in 1956. Reduction is 1½:1 with Monel shaft and rubber bearings. There is a 12-volt electrical system and 25-watt Fisher radio. "Buck" Canepa of San Jose is the former owner.

Pakistan Shrimp Freezing Project is Studied

Henry N. Craig, consulting refrigeration engineer, Connell Bros. Co., San Francisco, returned recently from a trip to East Pakistan where he made a survey in an advisory capacity of the shrimp fishing industry.

* * *

● **Leonardo Ancona**, San Francisco, has sold his troller to **Dominic Tringali**, also of San Francisco. The boat will be renamed **Lynn-Jean**. Both sales were made through Dan Bohne & Son, Fishermen's Wharf, San Francisco. Mr. Tringali lost his troller and crab boat **Baby** early in March when steering chains broke and she went on the rocks near the entrance to the Golden Gate. He was able to scramble to safety.



Elsie A, thirteenth in the current series of steel tuna clippers being built by National Steel & Shipbuilding Corp. of San Diego, was launched last month. Extra fanfare was lent to the presence at the launching of officials of four other companies participating with National Steel in the yard's current program of construction of heavy cargo vessels. To carry out the program, National has been joined by Henry J. Kaiser Co., F. E. Young Construction Co., Morrison-Knudsen Co. Inc., and F. E. Young Construction Co. **Elsie A.**, like her sister ships, is 127' long, carries a capacity of 340 tons of frozen tuna. She will be operated by National Marine Terminal and will fish for Westgate-California Corp., San Diego.

Shipwrecked Fisherman Dies

Manuel Moreno of Costa Mesa, Calif., an abalone fisherman on the *Demasiado*, died last month aboard the US destroyer *John A. Bole*, which had rescued him and his shipmate Douglas Vineyard of Temple City, Calif. *Demasiado* was hit by a gale five miles off San Clemente Island, overturned and sank. The *Bole* heard the fishing vessel's distress signal and picked the men up. Moreno, however, died enroute to San Diego. Vineyard spent a day or two in the hospital in San Diego and was discharged.

Yugoslavia Buys Atlantic Tuna from Japanese

Nippon Reizo K.K., the great Japanese refrigeration house, this spring sold 300 tons of frozen tuna to Yugoslavia, and thereby attracted a lot of attention in Japan, as well as on the Mediteranean.

The parcel is said to have been landed in Yugoslavia the last week in March at a cash price comparable to that in the Italian market—$280-290 cif.

The fishing vessel which caught and delivered the fish was *No. 12 Zenko Maru* of the Okutsu Fisheries. The order followed a sample shipment by this boat late in 1958.

With the passing of this business it was reported that other trading firms, such as Taiyo Gyogyo K.K., C. Itoh & Co., and K.K. Marubeni were also planning to ship frozen tuna to Yugoslavia, whose market is said to have potential capacity for perhaps 7,000 tons during the period from November through April, when there are no sardines for canning. The frozen tuna offers a means of keeping the canneries active.

Beside Yugoslavia, it is understood that Greece and the Netherlands are also evidencing interest in supplies of tuna taken from Atlantic waters by Japanese fishing vessels.

Japanese To Develop Venezuela Tuna Resource

The proposed entry of Japanese interests into the Venezuelan fisheries is about to be realized.

A new firm (60% Venezuelan and 40% Japanese) is being organized to operate a cannery at Cumana and two Japanese tuna boats with crews have already left Japan for Cumana. Sources at the Cumana cannery indicate that some Venezuelan fishermen will work with the Japanese at sea and the Japanese coming to Venezuela include experts in canning and freezing tuna. The latter will train local personnel in preparing tuna for export.

The new firm will enlarge the cannery. Freezing facilit es will also be constructed and it is expected that export to the United States will be the primary goal of the new enterprise.

New England Closes Its Astoria Plant

New England Fish Co. in April closed its Astoria, Ore., fillet and cold storage plant, save for a small office staff and maintenance crew. The company's Oregon activities in the future will center at Newport, where it has a compact but versatile crab, salmon and fillet plant and cold storage.

SOUNDING INDUSTRY OPINION—At the Seattle hearing on North Pacific salmon conservation legislation, from the left: **William Egan,** governor of Alaska; **Henry M. Jackson,** Washington senator; **E. L. Bartlett,** Alaska senator; **Senator Warren G. Magnuson,** chairman; **Congressmen Thomas M. Pelly** and **Thor C. Tollefson,** Washington.

U.S. Fishing Industry's Opinion in Five Words—

Markets For Those Who Conserve

• Overwhelming weight of opinion favoring congressional action to limit American markets for canned salmon to fish caught in accord with principles of sustained yield conservation was voiced at a congressional hearing in Seattle in April.

Senator Warren G. Magnuson, chairman, and Senator E. L. Bartlett of the Senate committee on Interstate and Foreign Commerce—which handles fisheries — conducted the hearing. Guests included Senator Henry M. Jackson, Congressman Thor Tollefson and Thomas M. Pelly, Governor A. D. Rosellini of Washington and Governor William Egan of Alaska.

All fisheries legislation now before Congress was included on the agenda, but its actual attention was devoted almost entirely to S. 502 and House measures identical in purpose.

The Magnuson Bill would prohibit import of salmon "taken by the nationals of any country" on the high seas at "times and places where occur large quantities of immature salmon of North American origin, which makes very difficult or impossible the proper management of these North American salmon so as to effect proper conservation and maximum utilization of the resource."

Some of the specific and pertinent expressions of opinion follow:

• "The Japanese are violating the spirit and intent of the treaty. . . We cannot understand how the Japanese can persist in their endeavors to continue their high seas fisheries on their present basis, knowing that by doing so they will destroy the resource. . . Shall we be content to sit still and let the resource be destroyed?

"If talks on a diplomatic level fail to produce the necessary results, we advocate . . . that American fishermen be permitted to fish the high seas, and that the government should subsidize these fishing operations."

—George Johansen
Alaska Fishermen's Union

• There is urgency to this. Objective of this legislation is *conservation,* not restriction on trade. We seek only to keep our markets for products which do not result from destructive activity."

"Arbitration of the North Pacific conservation controversy by a scientific body of experts is provided for by the treaty. We believe Japan should accept the status of a partner in conserving this resource."

—Senator Henry Jackson
Washington

• "If the Japanese take their expected catch out of this year's weak run of Red Salmon, then Americans must be closed-out of the Bristol Bay fishery. The only alternative to extinction of the resource under such conditions is to close Bristol Bay to our own nationals.

"If we had gotten cooperation in conservation we would not now be closing Bristol Bay."
—Donald L. McKernan, *Dir., U.S. Bureau of Commercial Fisheries*

• "I have always opposed the treaty. I favor closing Bristol Bay except to resident setnetters and boat-owners."

—Ted Nakkerud
Bering Sea Fishermen's Union

The Key Point—

● Perhaps the most significant and incisive of all the statements made at the Senatorial hearing was voiced by A. M. Day, director, Oregon Fish commission, who said:

"If this treaty comes to an end, and the principle and the Line of Abstention with it, we can expect to see Japanese fishing off the Fraser and at the mouth of the Columbia River.

● "I have maintained from the first that the North Pacific Treaty, if it is to serve the purpose of conserving and perpetuating the salmon resources, must include all four of the nations substantially utilizing that resource—the Soviet Union as well as the United States, Canada and Japan.

"After more than five years of operation under this treaty, I am more than ever convinced that this is true."

—WARREN G. MAGNUSON, *Senator from Washington; chairman, U.S. Senate Committee on Interstate and Foreign Commerce.*

● "There's a ground swell of opinion on the waterfront that we should refuse to handle these imports of salmon, and other things. If something is not done you will see action below the level of statesmanship."

—ED ALTMAN, *Marine Engineers Beneficial Association; co-chairman, Seattle Maritime Advisory Committee*

● "I support S. 502 with regret, because I am loath to interfere with international trade in any way; but it seems the only way to prevent Japanese exploitation of salmon from American streams in violation of the spirit and intent of a solemn treaty.

"I urge the Japanese government voluntarily to restrict its fishermen, whose operations have brought this Alaskan resource to the point of destruction.

"We must not permit Bristol Bay to be closed."

—WILLIAM EGAN
Governor of Alaska

● "Shall we permit a solemn international agreement to become a scrap of paper?

"We have reached the end of the line of friendly persuasion. This law (S. 502) is the only effective tool remaining. Japan has failed to give meaningful support to abstention."

—GERMAIN BULCKE, *I.L.W.U.*

● "We support this legislation because we believe the United States should not permit salmon caught under conditions illegal for American nationals, and destructive to an American resource, to be sold in our markets.

"The great Bristol Bay fishery will shortly come to an end if a way is not found to control these Japanese operations."

—W. C. ARNOLD
Alaska Salmon Industry, Inc.

● "During the war we gave the Soviet Union $21 million in floating canneries and fishing vessels, setting them up in the fish business on the Pacific. Now we face the obvious threat that the U.S.S.R. will enter exploitation of the halibut resource conserved by Canada and the United States, and with no treaty obligations whatever calling for abstention from such a fishery."

—THOR C. TOLLEFSON..
Washington Congressman

● "The Japanese operations are a most wasteful fishery. The numbers *killed* cannot be counted from the catch or pack, for a large percentage of the fish caught are injured fatally and lost from the nets. Togiak was not fished prior to 1955, but in 1958 showed the same decline as other districts of Bristol Bay—providing proof of the destructiveness of the Japanese fishery *from its beginning.*"

—A. W. BRINDLE
Association of Pacific Fisheries

● "The purpose of this legislation (S. 502 and H. 4293) is solely that of conservation. No such measures would be needed if conservation was not now so vitally necessary if this resource is to be saved. It is planned to add Section 3 to them, which would render the limitations inoperative when to requirements of conservation are not imperilled."

—THOMAS M. PELLY
Washington Congressman

● "We want to talk to Congress about means by which we can compete with those operations which have the benefit of governmental support and cartel control of fishing."

—JOHN WEDIN, *Fishermen's Marketing Assn. and Northwest Trawlers' Association.*

The Voice of the Opposition—

● Opposition to the North Pacific legislative measures had only one voice at the hearing: that of Noel Hemmendinger, counsel of the United States-Japan Trade Council of Washington, D. C. In addition to his own statement, he filed with the committee on analysis of the North Pacific and Bristol Bay salmon fishery prepared by the Embassy of Japan. Under questioning by Congressman Pelly, Mr. Hemmendinger acknowledged that his law firm was registered as an agent of a foreign government, and had been registered as a lobbyist.

The main points of this paper followed the Japanese official position, that the low state of the Bristol Bay salmon resource results from natural causes.

Some of his key points:

● "The main reason for the stringent conservation measures now deemed necessary is the coincidence of a cyclical low with an unduly limited escapement in the two main years in which the 1959 run was spawned."

"The point which the U. S. - Japan Trade Council wishes to stress here is that the Japanese are under no legal obligation with respect to their fishing west of the provisional line fixed by the treaty, that there are difficult and complex scientific problems in determining the origin and habits of the salmon on the high seas, and that the Japanese have, in good faith, tried very hard to accommodate themselves to the problem as viewed by the American interests involved."

● Mr. Hemmendinger held out a hopeful hint for possible settlement yet this spring when he said, without going into details:

"The Japanese . . . have expressed a willingness to make a very considerable accommodation in 1959. Unfortunately, at this moment no understanding appears to have been reached. This is regrettable, and it is sincerely to be hoped that some resolution can yet be found."

Bring them all

back fresh with ACRONIZE®

...the food-grade antibiotic just cleared by the government for use on fish

WHAT IS ACRONIZE? ACRONIZE is an antibiotic developed by American Cyanamid Company especially for food processing. It is the food grade of Chlortetracycline, the broad spectrum antibiotic with proven ability to retard the growth and multiplication of bacteria that cause fish spoilage.

ACRONIZE has been used for several years by the poultry industry to keep poultry fresh from processing plant to retail market. Now, after extensive experiments and trials, this proven spoilage retarder has received government clearance on fresh-caught whole, headed, and gutted fish; shucked scallops; and unpeeled shrimp.

HOW ACRONIZE WORKS—Like all perishable foodstuffs, fish are attacked by bacteria. These bacteria are very active; they grow, multiply, and soon cause souring, sliming, and eventually complete spoilage.

The use of ACRONIZE on fish slows down reproduction of bacteria. Freshness is maintained for much longer periods of time. Tests on a wide range of species prove that ACRONIZE can keep fish fresh and firm 50% to 100% longer than before possible.

HOW TO USE ACRONIZE—Because ACRONIZE does *not* eliminate refrigeration, but enormously increases its efficiency in keeping fish at top quality for a longer period of time, it is incorporated *in the ice*. Ice houses at all major fishing ports are now, or soon will be, offering ACRONIZE in their ice.

ACRONIZE is *not* a substitute for proper sanitation. On the contrary, sanitation practices, refrigeration, and ACRONIZE work together to retard spoilage, *keep* fish just-caught fresh.

After ice containing ACRONIZE is crushed and loaded into bins, standard refrigeration practices are followed. As the catch is loaded into the hold, each layer is covered with ACRONIZE ice until the hold is full. With larger fish, the polk is filled with ACRONIZE ice, and then the entire fish is iced down in alternating layers as with the smaller species.

WHAT ACRONIZE CAN MEAN TO YOU—Fish properly protected with ACRONIZE will stay ocean fresh for a longer period of time than ever before possible. This means that fish caught early in the trip can be sold at the same top quality prices as those caught just before returning to port.

For additional information, see your ice supplier, or write: American Cyanamid Company, New York 20, New York.

®ACRONIZE is a registered trademark for American Cyanamid Company's chlortetracycline.

CYANAMID
ACRONIZE

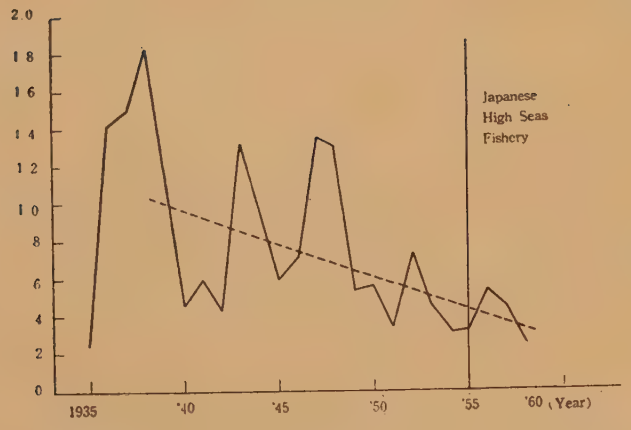


Fig. 1—Bristol Bay Red salmon packs, shown in millions of cases.

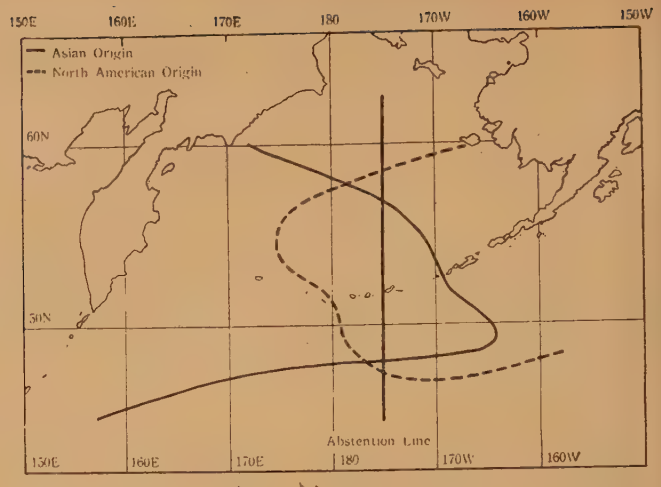


Fig. 3—Boundaries of distribution of Red salmon.

Position of the Japanese Fishermen

Regarding Salmon Fisheries in the North Pacific Ocean

● It is well understood in all countries that we, the people of Japan, confined as we now are to a group of small islands, are faced with the dual problems of over-population and acute scarcity of resources. For which reason we believe it is equally well recognized throughout the world why open seas fishery has become an industry of such paramount importance for the livelihood of the Japanese people. Why, then, is there so much misunderstanding, or even complete lack of understanding in some cases, concerning Japan's salmon fishery operations in the open sea, as we are regrettably forced to recognize today?

Opinion seems to prevail, for instance, that Japan's open seas fishery is completely uncontrolled, and that our fishermen are catching salmon of American origin indiscriminately and in recklessly large quantities. Under the adverse conditions of foul weather and heavy fog which usually prevail over the North Pacific, locating and netting of schools of salmon by what might be termed fisherman's intuition or sixth sense—since salmon do not surface—is conducted under extremely difficult and quite different circumstances as compared with the wholesale catching of salmon in estuaries through which they must pass on their way to the spawning grounds, as anyone with even a little experience will readily understand.

Such operations on the high seas as the raising of nets, preparation of gears and delivery of catches to the factory-ships are all time-consuming and entail much heavy labor. And nets can be set only once a day, and that for only about six hours during the night. Even if favored by continuous good weather for a whole week, therefore, the number of effective fishing hours per week—i.e. the time the nets are in water—is only 42 or less than two days out of the week.

● Japan's high seas fishery, moreover, is subject to numerous conservation regulations. There are restrictions on the length of nets, the size of mesh, as well as on the distance between nets. Quantity of catch is regulated by imposition of quotas. And for the same purpose, all fishing is prohibited after August 10.

Notwithstanding the extremely difficult conditions under which our open seas salmon operations are conducted, all these conservation regulations are being strictly observed. We hope it may thus be understood that our open seas salmon fishery is anything but uncontrolled, and that the conditions and scale of our operations are such as to preclude indiscrimnate, reckless catching of salmon of American origin.

● Another point on which there appears to be misunderstanding is the seeming belief that the recent drop in the number of Red salmon coming into Bristol Bay is due to heavy catches of Bristol Bay stock, both mature and immature, by Japan's open seas operations.

EDITORIAL COMMENT

● Accompanying analysis of the problem of the salmon fisheries of the North Pacific is an official, printed statement circulated on the Pacific Coast late in April on behalf of the Japan Federation of Salmon Fishermen's Unions.

It is published here in full in the interests of fairness, and of fuller understanding between the fishermen of Japan and the United States. After all, the primary producers—the men who catch the fish—have the most direct concern with the conservation of the resource upon which they depend for livelihood.

It should be observed that the graphs as well as the arguments are of Japanese origin and do not always reflect data accepted internationally.

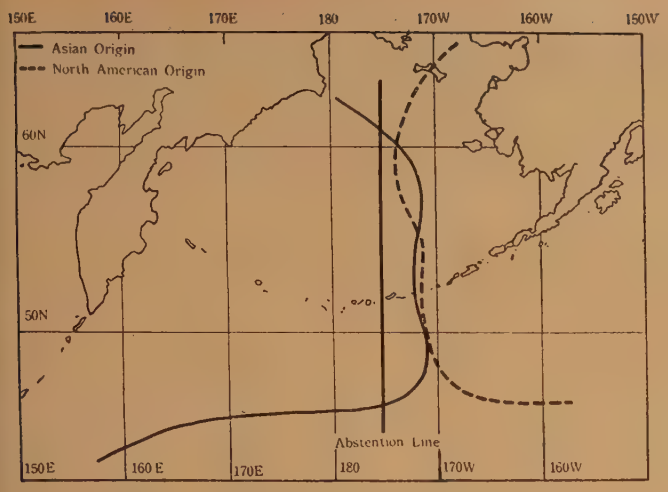


Fig. 4—Boundaries of distribution of Chum salmon.

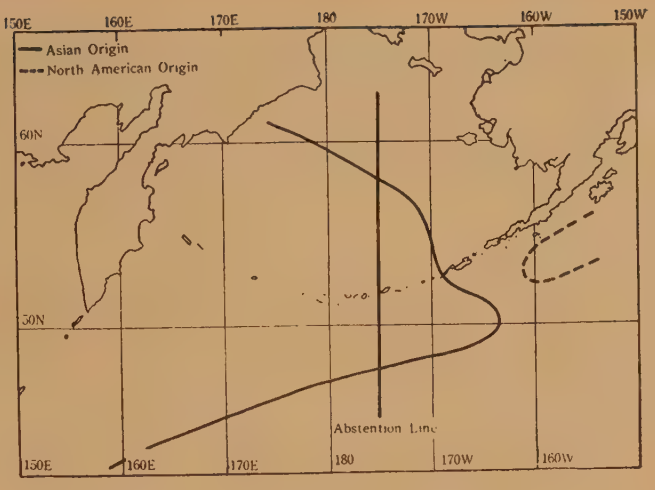


Fig. 5—Boundaries of distribution of Pink salmon.

The fact that salmon production in Bristol Bay, Alaska has been declining year by year has frequently been brought to our attention. But official data made public in America (Fig. 1) indicates that the decline began in 1940. It should be noted that Japan's operations in the waters in question on a commercial basis did not commence till 1955, after a season of exploratory operations.

We have also been told that the production of Red salmon in the Bristol Bay area for 1958 was the lowest in recent years, and that Japan's open seas operation was the cause of the poor production in Alaska. But our catch of Red salmon in 1958 was small and was made in the waters to the southwest of the Aleutian chain where salmon of American origin were scarcely found, and not in the Bering Sea. We wish to point out here that the escapement, as indicated in Fig 2, was extremely small in 1953 and 1954 when majority of the Bristol Bay run of 1958 were spawned and we firmly believe that this was one of the main causes for the small run in Bristol Bay.

● Results of scientific studies of Pacific salmon to date are not conclusive, and there appear to be considerable differences of opinion. But according to coordinate studies of salmon made by the scientists of Japan, Canada and the United States, Red salmon caught in the waters south of the Aleutian Islands, east of 170° East longitude and as far as 170° West longitude were found to be preponderately of Asiatic origin (Fig. 3, 4 and 5).

There also appears to be belief that, by treaty, Japan is prohibited from catching even a single salmon of American stock. The truth is that we are undergoing a great sacrifice by abstaining from fishing in the vast waters east of the provisional lines at 175° W. The treaty defines the lines as those which best divide salmon of Asiatic origin and North American origin in the area of intermingling.

As a matter of common sense, therefore, the fishery pact in question should be construed, not as imposing upon Japanese fishermen the obligation to refrain from catching a single salmon of American stock, but rather as being based on the premise that some salmon of American stock may be caught by the Japanese west of the demarcation lines.

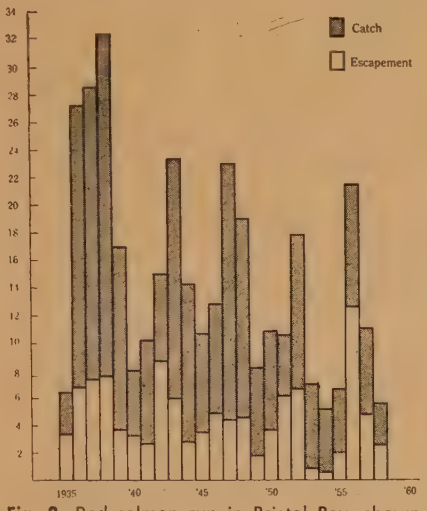


Fig. 2—Red salmon run in Bristol Bay, shown in millions of fish.

● Not once have we violated the provisional abstention line established by treaty. A great number of the Japanese are dependent directly or indirectly upon salmon fishery. The perpetuation of this fishery is therefore essential and indispensable to our livelihood as well as to our national economy. That is the very reason why we, more than the people of any other country, are concerned with the conservation of salmon resources. That, also, is why we are adhering faithfully to treaty provisions. It is therefore a matter of deep regret to us that we should be the object of severe criticism tending to create the erroneous impression that our open seas operations for Red salmon have been so reckless and indiscriminate as to necessitate closure of Bristol Bay to American fishermen.

This statement is prepared in the hope that it might clear the way to a better understanding of the position of fishermen of Japan.

—Japan Federation of Salmon Fishermen's Unions

B. C. United Fishermen Re-elect Steve Stavenes

H. Steve Stavenes, big-boat halibut, salmon and herring fisherman of North Burnaby, was re-elected by acclamation to serve his sixth term as president of the United Fishermen and Allied Workers' Union at the annual meeting in Vancouver, B. C.

Also re-elected without opposition were Homer Stevens as secretary-treasurer, Alex Gordon as business agent and T. "Buck" Suzuki as first vice president.

Newly elected second vice president is Jack Cook, Vancouver shoreworker, who replaces Mrs. Mickey Beagle, New Westminster, who has been appointed a general organizer.

A 16-member general executive was elected, comprising the following: Harry Allison, Ed Bertram, Nils Jacobsen, Ed Paulik, Wally Paulik, all of Vancouver; Adeline Ratchford, Frank Nishi, James Hogan, Joe Yarmish, of Steveston; Peter Jenewein, Albion; Archie Kaario, North Vancouver; Hideo Onotera, Sunbury; Jim Patterson, New Westminster; Reg Payne, Sidney, and Charles Soule, Nanaimo.

Board of trustees include George Carpenter, Nanaimo; Dave Rutka, Vancouver, and Harvey Proctor, Steveston.

4 GREAT NEW ENGINES IN THE

all pur

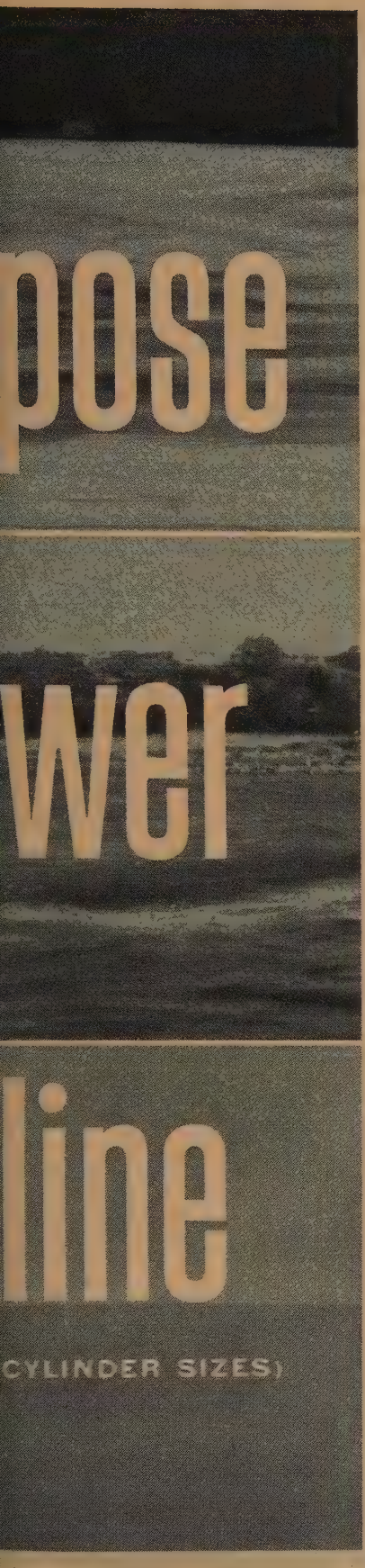
po

TO 1650 H.P. IN ONLY 3

THE GM DIESEL ALL-PURPOSE POWER LINE 20 to 1650 H.P. in only 3 cylinder sizes

NON TURBOCHARGED RATINGS

	NEW		NEW		NEW		NEW
2 53 20 to 47 H.P.	2-71 33 to 67 H.P.	3 53 38 to 97 H.P.	3 71 51 to 118 H.P.	4 53 51 to 130 H.P.	4 71 69 to 167 H.P.	6V 53 76 to 195 H.P.	6 71 112 to 252 H.P.



The Series 53 "Jimmy" Diesel

NEW FOR THE FISHING INDUSTRY

Smaller and more compact 2-, 3-, 4-, and V-6 cylinder engines based upon the dependable GM Series 71 Diesel

New as tomorrow is the power concept which GM Diesel has embodied in its All-Purpose Power Line to help you better your "net."

Using only 3 cylinder sizes, GM Diesel engineers have more than doubled the number of basic engines—vastly increased the power range—yet maintained the famous GM Diesel family relationship and parts interchangeability.

This concept is dramatically illustrated in the Series 53 "Jimmy" Diesel. For *only* in these Diesels are combined *all* the profit-making, cost-saving advantages *any* Diesel has ever had.

Compare them horsepower for horsepower:

> They cost less, weigh less, take up less room. Accelerate faster, last longer, and parts cost less. They're easier and less expensive to repair and maintain—far more efficient, too.

All these advantages add up to high earning power and real operating economy. Put a Series 53 "Jimmy" Diesel to work. It will pay for itself amazingly fast when it takes over from a gasoline engine.

This Series 53 "Jimmy" Diesel is *literally* All-Purpose Power in the 20- to 195-H.P. range. Consider it for your needs. Write GM Diesel, Dept. F-2, Detroit 28, Michigan, and see what these new Series 53 "Jimmy" Diesels can mean to your fishing profits.

GM DIESEL

DETROIT DIESEL ENGINE DIVISION,
GENERAL MOTORS, DETROIT 28, MICH

In Canada: GENERAL MOTORS DIESEL, LIMITED, London, Ontario
Parts and Service Worldwide

NEW "6V-71" 12 to 252 H.P.
NEW "8V-71" 150 to 334 H.P.
"6-110" 160 to 335 H.P.
NEW "12V-71" 224 to 504 H.P.
NEW "16V-71" 300 to 675 H.P.
NEW "24V-71" (Twin 12) 448 to 1008 H.P.
NEW "32V-71" (Twin 16) 600 to 1350 H.P. (Turbocharged—1650 H.P.)

Soviet-Including Treaty Asked by Canadian Union

● Revision of the treaty between Canada, the U. S. and Japan governing high seas fisheries of the North Pacific was urged at the annual meeting of the United Fishermen and Allied Workers Union in Vancouver, B. C., in April.

At the time the present treaty was negotiated the organized fishermen of B. C. registered various objections, claiming that it would lead to conflict and confusion.

One of the objections of the union to the present treaty was that Soviet Russia was not invited to participate in the negotiations. The union had suggested that China, Australia, the Philippines and countries of South American bordering on the Pacific should be consulted. The union contends that the present treaty practically invited Japan to exploit Russian salmon stocks without regard to conservation."

The union passed a resolution recording its opposition to exploitation of halibut and salmon and other stocks of fish presently being conserved by Canada alone or in co-operation with the U. S. by any nation and asking the Canadian government to ask Soviet Russia to restrain its fishing fleet pending full discussion of the economic and conservation problems involved.

It was also proposed that the U. S., Canada, Japan and the U.S.S.R. should confer with a view to drafting a new treaty which would give the protection which the union finds lacking in the existing tri-partite treaty.

* * *

● **Tony Leonard,** San Francisco, has repowered his troller **Jimmy** with a Tasco six cyl. diesel engine, purchased from Boicelli & Boss, Fishermen's Wharf, San Francisco, who are new dealers for the Tasco diesel engine built by the Thomas A. Short Co., Oakland, around the famous Ford diesel engine.

* * *

● **Joe Busalacchi,** San Francisco, has repowered his troller with a rebuilt General Motors 2-71 diesel engine, sold and installed by Shoreline Diesel Maintenance, Fishermen's Wharf, San Francisco.

* * *

● **Frank Gandolfo,** San Francisco, has repowered his troller **Vivian** with a rebuilt General Motors 2-71 marine diesel engine, sold and installed by Shoreline Diesel Maintenance, Fishermen's Wharf, San Francisco.

Moss Landing Notes

● Don Hart, skipper of the *Rondivoo,* spent the winter building a new home for his family in Santa Cruz, Calif.

Sam Calandrino brought his new boat, the 27' *Lady Frances,* to Moss Landing recently. The vessel was built at Seal Beach by Kenneth Hill, builder of Martin Allen's *M. A. Jr.*

Ronald Simkins, half owner with Derrill Reese of the troller *Derby Girl,* is now on a Richfield Oil tanker making the coastside run with occasional trips to Hawaii for molasses.

Freeman "Whitey" Arbo has been dragging on his *Anna Alma* this winter.

Al Thevinin, former operator of the *Annie T.,* has been fishing Jack Fraser's *Atka.*

Bill Tomlinson Jr. and his father, Bill, have been fishing for crab on the *Husky.*

Ed Allen, former owner of the *Morning Star,* is now fully recovered from a heart attack.

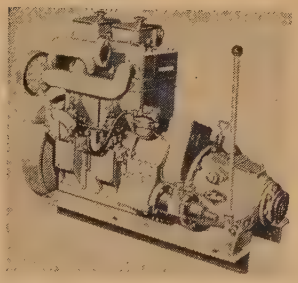
* * *

● **Rosie Frank,** San Francisco troller, formerly owned by **Carmelo Carmagna,** has been sold to **Vito Spadaro,** one of the owners of the Monterey purse seiner **Lina V. II,** and the name has been changed to **Provie S.**

* * *

● **Riso Bros.,** well known Monterey purse seiner, **Jack Riso,** managing partner, has been repowered with a General Motors 6-110 diesel engine, sold and installed by Hover Equipment Co., Monterey.

PETTER Diesel Engines Give *YOU*



- *Economy*
- *No Trouble*
- *Long-Life*
- *Safety*

Petter 2 cyl., 12 hp, water cooled marine diesel propulsion unit.

Thomas A. Short Co. is now exclusive northern California distributor for these fine engines.

World-renowned for trouble-free, long-life in heavy duty service as refrigeration and generator power units and small boat propulsion units.

Four cycle—full diesel.
Sizes—1½ to 44 hp.

Come in and see our complete stock of engines. Parts and service immediately available.

THOS. A. SHORT CO.

3430 Wood St. Oakland, Calif.
Phone: OLympic 5-6557

"THE HOUSE OF FRIENDLY SERVICE"
NORDBY SUPPLY COMPANY

For the Best in Purse Seine Gear
— It's NORDBY'S!

★ **Wall's *New* SYNFLEX Nylon Purse Lines**
Longer Life—Easier to Handle

★ **Pauls Cotton and Dyak Seine Netting**
Tough—Durable—Precision-Made

★ **Net Preservatives**
You'll find Nordby's Treatment Tank Facilities unsurpassed for protecting your nets and ropes with preservatives of tar, copper and plastics.

★ ***"Fresh Up"* with PETTIT Marine Paints**

★ **ELLIOT Life Rafts**

FISHERMEN'S DOCK
SEATTLE 99, WASHINGTON AT 2-9607

B. C. FISHERMEN ASK INCREASED SALMON PRICES

British Columbia's organized fishermen are asking for increased prices for salmon as the 1959 season approaches.

Delegates from all over the province conferred in Vancouver late in April carrying requests for new Sockeye prices ranging from 30 to 34c a pound, compared with last year's basic price of 28c.

Demands for Chum salmon varied from 12 to 14c, compared with 1958's 7½, 8½ and 12c, depending on period and locality. For Pinks, the fishermen wanted from 11 to 18c.

Meanwhile a conciliation officer. Robert Forgie, attempted to work out a formula for settlement of a dispute involving 4,100 shore workers belonging to the United Fishermen and Allied Workers Union and the Fisheries Association of B.C.

The union asked for a 20c increase over rates which vary from $1.53 an hour to $2.10.

Mechanical Clam Digging Tried on Puget Sound

With the encouragement of Washington Fisheries Director Milo Moore, commercial tests are being made of mechanical means for digging hardshell clams under water below the low-tide line on Puget Sound near Port Townsend.

The diggers are expected to work in water from 4 to 12 feet deep. Beside getting down where the clams presently are more numerous than on the exposed beaches, the diggers may prove to increase productivity of the bottoms by loosening the bottom and returning undersized clams to the cultivated beds.

New Closed Season for Mexican Shrimp

July 16 through September 15 is the new closed season for shrimp on the Pacific Coast of Mexico.

The new closed period was put into effect by administrative order signed early in March. Former closed season was March 16 to April 15 with optional extension to May 15.

The sections of coast affected are the shores of the Mexican states of Sonora, Sinaloa and Nayarit, plus the eastern coast of Baja California.

Informed observers believe the overall catch would not be appreciably affected. However, March and April shipments of frozen Mexican shrimp should be greater in 1959 than in previous years, and August - September shipments should be lighter.

Cathro Buys "Ana Jane"

Douglas B. Cathro of San Francisco has purchased the 28' troller *Ana Jane* from John Triolo of Gilroy. The boat was built n 1947 and has a Chrysler Crown 115-hp. engine, 2:1 reduction and rubber bearings. Radio is a Kaar 40 watt, depth sounder is a 50 fathom Bendix, automatic pilot is a Wood-Freeman transistor model 15. Danforth anchors and hand gurdies complete the deck equipment.

Topside and
Bottom-wise
NAVICOTE is best
Favorite throughout the waterways of the world, NAVICOTE protects economically TOP and BOTTOM.
Try it. Compare. Prove it to yourself. You'll join hundreds of the world's largest boat builders and owners who specify NAVICOTE MARINE FINISHES—Top and Bottom.
HART & BURNS CO.
DIVISION OF
DEVOE AND RAYNOLDS COMPANY, INC.
2625 DURAHART STREET RIVERSIDE, CALIFORNIA
NAVICOTE
ANTIFOULING

Fremont Bonded Batteries

CUSTOM BUILT to Meet the Requirements of the FISHING INDUSTRY with

Longer Battery Life
Greater Dependability *Increased Economy*
More Reserve Capacity

FREMONT ELECTRIC CO.

Switchboards - Instruments - Switches - Electric Wiring - Repairs - Service - Installation

744 North 34th Street Seattle 3, Washington MElrose 3-2323

SEATTLE BRANCH 1312 Airport Way MAin 4-7984

BREMERTON BRANCH 610 Sixth Street ESsex 7-3731

★ SELLING & BUYING ★

12c a word per time, $4.00 minimum. (For box numbers addressed to PFN, add $1.00.) Business card display—$20.00 per column in. per insertion, with lower rates on contract basis. Mail all copy to PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Washington.

BOAT "REGINA" FOR SALE: Equipped for salmon and albacore trolling. Built in 1944 Tacoma, Washington. 43 x 11½'. Refrigeration. 3 cyl. G.M. Diesel, 7½ H. P. Aux., girdies, anchor windlass, auto pilot with remote control. New radio, Fathometer recorder, D. F., Flying bridge, galley and living quarters on deck, 9-ton hold—$12,500. Call or write, Irvin Silva, 446½ Tulare Ave., Morro Bay, California. Phone Spruce 2-8940.

FOR SALE: Boat "Marlin VIII". Excellent condiation. 60' x 16' x 6.6', transom stern, twin Cummins —150 hp each, 10 knots. Diesel auxiliary, Apelco 75 W. radio and D.F., Metal Pilot, Bendix Fathometer, 3" Bait Pump. 20 net ton refrigerated—insulated hold. Sleeps 6 topside, Fly bridge. Just surveyed, O. K. Illness forces quick sale at $18,500. Cash. 1723-B Sea Cliff Circle, San Pedro, Calif. TE 35097.

FISHING BOATS — Many now moored at Moss Landing Harbor ready for inspection: Monterey Clippers, Salmon Trollers, Refrig. Northern Albacore Trollers, Draggers, Seiners and other types. From $1,000 to $75,000. DON WOODWARD BROKERAGE, at Standard Oil Dock & Marine Store. Tel., Castroville NEwton 3-2620; Box 45-A, Moss Landing, California.

38' DSL. Kettenburg $10,000.00
42' North. DSL Troller, Rfg. $19,750.00
85' RFG. Seiner, 250 hp. $33,000.00
Many other commercial, fish and work boats of all types and sizes. Contacts in leading Pacific Coast ports. FRANK SIMON ASSOCIATES, 105 West "C" Street, Wilmington, California. Phone: TErminal 5-3101.

WANTED

FOOD PRODUCTION MAN: National Distributor of fish and seafoods has opening for man qualified to develop and supervise production lines. Applicant must haxe experience in food processing preferably in the preparation of fish and seafood specialties, fish sticks, and related items. He should be familiar with packaging and quick freezing methods. General knowledge of fishing industry helpful but not essential. Experience in production phase of frozen foods industry would assist applicant in qualifying for this position. Position offers opportunity for advancement and salary commensurate with responsibilities involved and applicant's qualifications. PACIFIC FISHERMAN'S NEWS, Box 352, 71 Columbia Street, Seattle 4, Wash.

JERRY'S BOAT SALES: For any type or kind of boat or ship. World-wide contacts. Matt Batinovich, owner and broker. New location: 310 West 7th, San Pedro, Calif. TErminal 3-4482.

BUY SURPLUS DIRECT FROM GOVERNMENT at tremendous savings, boats, power tools, machinery, jeeps, trailers; hundred others listed in our bulletin. Price $1.00. GOVERNMENT SURPLUS SALES, Box 169PRA, East Hartford 8, Conn.

FOR SALE—46' Monk design flying bridge diesel troller, built 1953, 110 HP, 2200 gals. diesel, 17 ton refrig. hold, 32 volts, 100 W Pac. Elec. radio, Fisher outside loop DF, Freeman pilot, Bendix Fathometer, purse winch, sleeps 4, excellent condition . . . $27,500. SUN HARBOR MARINA, INC., 5104 No. Harbor Dr., San Diego 6, Calif.

ATTENTION BOAT OWNERS
New Batteries To Your Special Orders
6 V. TO 110 V. SYSTEMS
If You Have a Battery Problem *Call Us!*
We Build Them!
DYNO BATTERY COMPANY
10th & E. Seneca Seattle, Washington EA. 4-7450

GM — GRAYMARINE 6-71 MARINE DIESELS
4-71 and 6-71 Series—Modernized Rebuilt Engines with Your Choice of Gear Ratios in Hydraulic or Manual Gears, Power Take-Off, 12 or 32 Volt Accessories, DYNAMOMETER TESTED—NEW ENGINE WARRANTY. Write, Wire or Phone Us for Parts Price List Offering All Parts for These Engines at Great Savings.
5111 Leary Avenue Seattle 7, Washington SUnset 3-2766
HATCH KIRK

THE FISHERMAN'S YARD
24-HOUR SERVICE • REPAIRS
1000-Ton Drydock • Marine Railways Complete Shops
HARBOR BOAT BUILDING CO.
Fish Harbor — Terminal Island, California

CHRIS-CRAFT ENGINES
MICHIGAN WHEELS
BENDIX ELECTRONICS
EVINRUDE Outboard Motors
BRYANTS Marina
1117 E. NORTHLAKE ME 2-6900
SEATTLE

Adams American Netting Tubbs Cordage
Pabco Marine Paints
A. D'ACQUISTO & SONS
FISHERMEN'S SUPPLIES
COMPLETE TROLLING EQUIPMENT
Phone: 2-4110
Municipal Wharf, Monterey, Calif.

COMMERCIAL FISHERMEN
In Mexican-Central American Waters
PACIFIC TOWBOAT & SALVAGE CO.
Offers Standby Salvage and Towing Service
Pier "D," Berth 35 Long Beach HE 2-6487
Long Beach 2, Calif. Cable Address: PACTOW "KANAK"—WA 6710

● **INNOVATION DESIGNED** for halibut and cod fishermen is the new Plasti-Knot. Distributed by Pacific Marine Supply, Seattle, the new combination hook and gangion is secured by a plastic piece which covers the eye of the hook and the bend securing the gangion to the eye. The designer claims that the new Plasti-Knot is easier to handle and is free running. It certainly eliminates the tedious job of tying hooks.

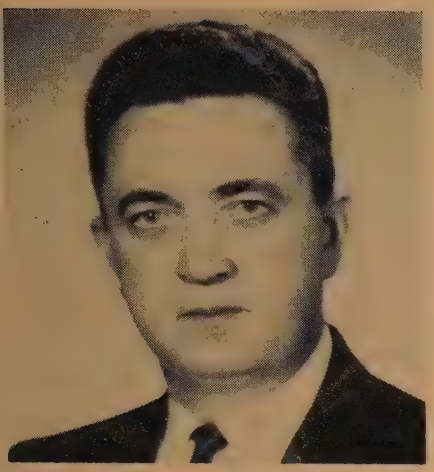
Shell Oil Advances J. L. Webster in West

Shell Oil Company announced in April appointment of J. L. Webster as assistant to the manager of industrial products, sales and services West of the Rocky Mountains.

Mr. Webster moved to San Francisco from New Orleans recently where he was general sales manager of International Lubricant Corporation, a Shell subsidiary.

He has 37 years experience in petroleum marketing having started with Shell in 1922 in California, and since has held numerous positions.

MARINE ENGINES
Parts — Sales — Service
FORD MARINE DIESELS
ALLIS-CHALMERS • PALMER
Pacific Fishing & Trading Co.
Foot of 14th NW SEATTLE SU 3-9900



SHELDON K. HOWARD is the new diesel division manager of Fairbanks, Morse & Co., succeeding Carroll Dietle, who has resigned. Mr. Howard comes to Chicago from Atlanta where he has been manager of the diesel department of that Fairbanks-Morse branch for the past eight years. Prior to 1952 he was a diesel sales engineer in Boston.

New Snow-Nabstedt Gear A Specialty for Fish Boats

The Snow-Nabstedt Gear Corporation, marine engineers for over half a century, announces a new model in the 3900 Series of hydraulically actuated marine reverse-reduction gears. The new 3941 gear has been engineered to meet the demands of modern high speed diesel engines and for either propeller rotation with speeds up to 2400 rpm. This gear offers wide application on fish boats.

Important advantages to both engine builders and boat operators are its clean design, with fewer moving parts; lightweight for its transmitted horsepower; and extremely compact design being as much as 9″ shorter than other gears in its power range. The manufacturers also states that the 3941 is the lowest priced gear in its power range.

Coast Electronics Handling Bendix Line at Newport

Coast Electronics Company of Newport, Calif., owned by Dean Salmans, has recently expanded its sales and service of communication and navigation equipment by the addition of the full line of Bendix Marine. Formerly they handled only Bendix radar and radiotelephones; but now have in stock Bendix Depth recorders and indicators, Bendix automatic pilots and direction finders.

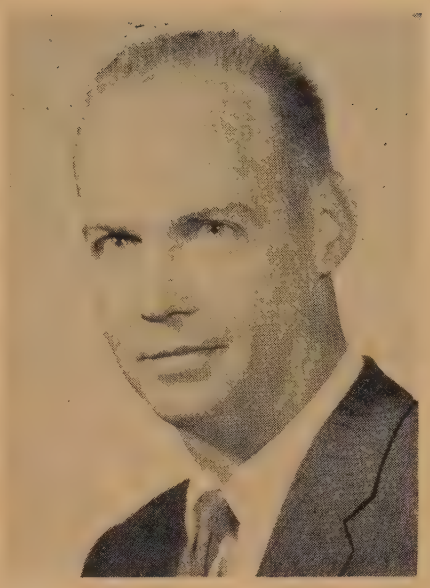
Coast Electronics Co. is located at 2523 West Coast Highway, Newport Beach. In addition to their display room and retail store, they have a complete service shop as well as docking facilities for the installation of Bendix equipment.

L. A. Gosden Manages White Diesel Branch at Seattle

Appointment of L. A. Gosden as Seattle branch manager of the White Diesel Engine Division of the White Motor Company has been announced by Lewis L. Livesley, western regional manager of the division.

From Alaska to Oregon the company offers Chrysler, Superior and Atlas engine sales and service, including a complete stock of repair parts and maintenance and overhaul by qualified mechanics.

To this operation, Mr. Gosden brings a wide experience in both industrial and marine engines. For a number of years he was with the National Supply Company in Texas and California; and for the past three years he was branch manager at San Francisco for the White Diesel Engine Division.



William M. Vollendorf now is manager of Marine Engine Sales for Chrysler Marine and Industrial Engine Division. He previously was advertising and sales promotion manager of the division. In his new duties he will have responsibility for meeting marine engine volume sales goals in the United States and Canada.

Oswald Adds WinPower Generating Equipment

Oswald Machine Works Co., foot of Hyde St., Fishermen's Wharf, San Francisco, has been appointed northern California and northern Nevada distributor for WinPower diesel and gas powered electric generating plants.

STARR NYLON NETTING

made only from 100% DuPont Nylon

STARR NETS

Stocked and Distributed by
CONSOLIDATED NET & TWINE CO.
Fisherman's Terminal
Seattle 99, Washington

STARR NETTING • STAR PERFORMANCE

A. M. STARR NET CO. EAST HAMPTON CONNECTICUT

The Standard of Quality

- Drag or Trawl Winches of all types and sizes
- Purse Winches for all types of seiners
- Heavy duty Dandeline Blocks, Purse Blocks, Crab Blocks, Purse Davits, Stern Davits, Drag Doors
- Anchor Winches for boats 40 ft. and over

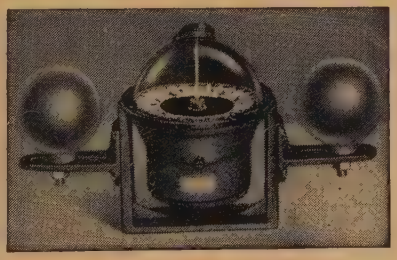
Is the Northern Line

Built by

Tacoma Boatbuilding Co., Inc.

Arne Strom, Owner
132 Sitcum Waterway, Tacoma 2, Wash. Phone: MAin 7-8138

CONSTELLATION COMPASS IN STANDARD YOKE



A durable, heavy-duty, extremely practical bracket of simple design, especially designed for fishing and other work boats. Requires very little mounting space, as its base dimensions are only 2¼″ x 7⅝″ for the popular 6″ Constellation. Available with the famous White 5″, 6″, 7″ spherical compasses—undeniably the finest.

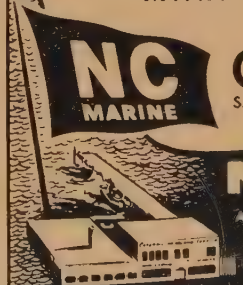
Ask your dealer WHITE *Send for descriptive folder*

Manufactured by

WILFRID O. WHITE & SONS, INC.
178 Atlantic Ave. Boston 10, Mass.

CATERPILLAR®
MARINE DIESELS
ELECTRIC SETS

NC MARINE
CHRYSLER ENGINES
SALES • INSTALLATION • PARTS • SERVICE
Dockside Facilities on Lake Union



NC MARINE
A DIVISION OF NORTHERN COMMERCIAL CO
2300 Westlake Ave. N. • SEATTLE
ATwater 3-6340 • JUNEAU • KETCHIKAN

Caterpillar and Cat are Registered Trademarks of Caterpillar Tractor Co.

A BETTER YEAR WITH PMS GEAR!

PMS Since 1897

Fishing is our business!

PMS *has always led the field in bringing to the industry the newest and best equipment for bigger catches at less cost!*

House of 20,000 items

- Plymouth Cordage
- Gold Medal Netting
- Barbour's Nylon Netting
- Mercury Outboards
- Danforth Anchors
- Federal Propellers
- Edwards Trap Netting & Wire Rope
- Roebling's Wire Rope & Cable
- Woolsey Paint
- Devoe & Raynolds Paint
- Wilfrid O. White SurEcho Depth Sounders
- Universal Marine Motors
- Michigan Propellers
- Snow-Nabstedt Reduction Gears
- Goodrich Cutless Rubber Bearings
- Champion Spark Plugs
- Wilfrid. O. White Compasses and Automatic Pilots
- Wilcox-Crittenden Marine Hardware
- Pyrene & CO-TWO Fire Equipment
- Boston & Lockport Blocks
- Northill Anchors
- Momoi's Marlon Netting

SEINE WEB
100% Nylon — Marlon — Nyak Cotton

SPONGEX FLOATS
New Shapes and Sizes for 1959
4¾ x 5½ (oval)
4½ x 5 (round)
¾" hole

PLYMOUTH CORDAGE
Manila Purse Line
Braided Gold Line

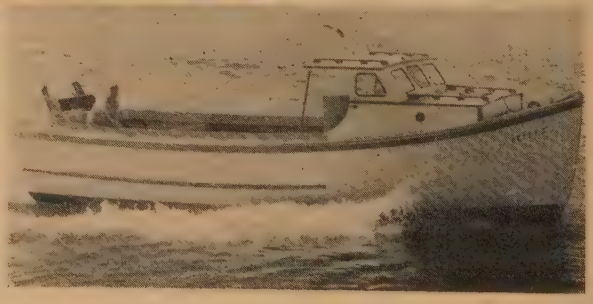
TWINE
Nylon — Cotton — Manila

GILL NET WEB
Single and Double Knot Nylon

SPONGEX FLOATS
Large stocks for Quick Delivery

PLYMOUTH
Poly-Dac Cork Line

TWINE
Nyak — Gold Medal Spun Nylon



Talk with our experts, we are sure they can give you the word on new gear and new equipment for 1959.

Pacific Marine Supply Co.

Serving the Northwest and Alaska since 1897

1223 WESTERN AVE., SEATTLE 1. MU 2-4848

D. H. ZEIGER becomes Seattle manager of the Salmon Product Division of Libby, McNeill & Libby at Seattle, advancing from office manager of the Salmon Division to succeed **Kenneth C. Hardwicke,** vice president, who was transferred to Chicago as special assistant to the president of the company when Libby sold its salmon canning business to CWC Packing Co.

Jas. Pinkerton Establishes Connections in Germany

James Pinkerton, manager of the Ketchikan Cold Storage Co., left for Europe immediately after the National Fisheries Institute convention, announcing that he was concluding arrangements there for his company to serve as custom buyer, packer and shipper in supplying frozen halibut and salmon to European distributors, primarily in Germany.

From New York he went direct to Paris and from there visited Berlin, Hamburg and Bremerhavn.

He said his company is fully convinced that the kind of service contemplated will play an important part in bringing about restoration of the former valuable trade in fish between the United States and Germany.

P.A.F. Cannery Operations Set for 5 Plants

Pacific American Fisheries, Inc., will operate five of its Alaska canneries this season—and a sixth, Dillingham, if any Bristol Bay fishery is permitted on a commercial basis.

The five fixtures are *Port Moller,* North Peninsula; *King Cove,* South Peninsula; *Alitak,* Kodiak Island; *Petersburg* and *Excursion Inlet,* Southeast Alaska.

The company shares ownership of the latter plant with Columbia River Packers Association, Inc.

'59 Pink Salmon Tagging Traces Fraser's Races

● For several months an international committee has been studying the migratory pattern of Pink salmon as a basis for management and conservation of runs to the Fraser River.

The committee, comprising Milo Moore and Clarence Pautzke of the Washington State Department of Fisheries; A. J. Whitmore, of the Canadian Department of Fisheries; Dr. A. W. H. Needler, Fisheries Research Board of Canada, and Loyd A. Royal, International Pacific Salmon Fisheries Commission, has completed a preliminary review of past tagging investigations on Pink salmon and proposals for a co-ordinated research program for this year.

The committee has found that maturing Pinks spawning in the rivers of southern British Columbia and the state of Washington approach their destinations along one of two major routes — either through the Strait of Juan de Fuca in the south or through Johnstone Strait in the north.

Substantial numbers of fish bound for the Fraser system and nearby streams approach by both routes. In contrast, the majority of the spawners destined for B. C. streams north of the Fraser utilize Johnstone Strait while the bulk of the state of Washington spawners utilize the Strait of Juan de Fuca approach. Fish from the two migratory routes mix extensively throughout the southern part of the Strait of Georgia and the San Juan Island area. While most of the fish in that area are converging on the Fraser River, some are passing through the streams north and south of convention waters. Although there is considerable overlap in timing, Pinks destined for both Canadian streams north of convention waters and Washington state streams migrate and spawn earlier than do Fraser River fish.

The committee believes that it is necessary to make further analysis to estimate the abundance of the stocks throughout the area, and to do this it is desirable to identify and segregate the individual stocks in the fishing areas along their migratory routes and then to estimate the abundance of the escapements and the contributions of each stock to the fisheries involved.

The committee proposes that extensive tagging programs be conducted throughout the area under study, with the greatest effort concentrated in those areas where the stocks intermingle and are fished together; that studies of variations in size characteristics be conducted by extensive sampling, and that both the catches and spawning ground escapements be accurately enumerated and thoroughly examined for the presence of tags.

Members of the technical committee working on this project include F. J. Ward, of the IPSGC; D. E. Kauffman, Washington State Department of Fisheries, and M. P. Shepard, of Canada's Fisheries Research Board.

Independent Canneries Fire Erupts in Arson Charges

Fire which destroyed the Ketchikan plant of Independent Salmon Canneries, Inc., last fall erupted in arson indictments in April.

Elwin M. Salinger of Juneau, skipper of one of the boats serving the company, pleaded guilty to an indictment charging him with setting the fire. In his confession he implicated Bernard J. Oxenberg, president of the company, and also of Oxenberg Bros., Inc., owner of the company; and William E. Muller of Ketchikan.

Both of these men had pleaded not guilty before the end of April, Mr. Oxenberg returning voluntarily from Florida to appear in court in Ketchikan.

Mr. Salinger was sentenced to five years in prison following his guilty plea, with sentence suspended in consideration of his statement that he was hired to set the fire.

Insurance claims in excess of $250,000 are reported involved in the case. Other fish products companies are said to hold mortgages on cannery machinery destroyed in the fire.

Japan and U.S.S.R. To Research Herring

Agreement to conduct research to determine the condition of Far Eastern herring resources, and possible means of reversing any depletion found, was entered into in April between Japan and the Soviet Union.

The study will continue for three years.

In approaching the problem the Russian delegation at the annual treaty conference with Japan proposed a complete suspension of herring fishing by the nationals of both countries for a period of years.

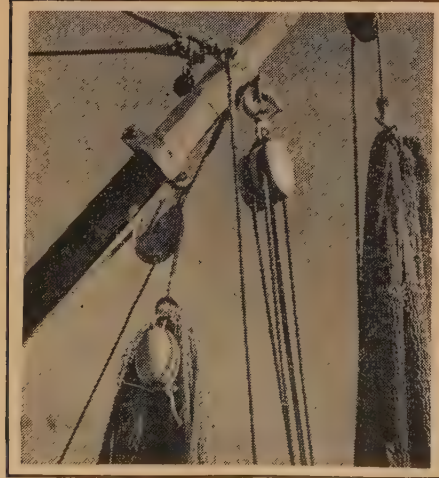
How netting of Du Pont NYLON makes your catch more profitable

- **Cuts repair costs**
- **Minimizes replacements**
- **Saves manpower**

Du Pont nylon—the choice of skilled netting manufacturers—has *proved* cost-saving advantages that can raise the profits on every catch you make. For *this* nylon stubbornly guards against weakening by rot, mildew and fish slime. It has unusual abrasion resistance that far outlasts ordinary netting. Du Pont nylon absorbs little water, has light weight that allows quick, sure handling by your crew members. And nylon netting can be put back into use immediately after a catch—no drying or special preservative treatments necessary.

Nine years' experience is proof. That's how long netting of Du Pont nylon has increased profits for fishermen. The high-quality workmanship of leading net manufacturers and Du Pont nylon's own remarkable toughness and durability are a combination that can lead to your most profitable fishing season.

For further information about Du Pont nylon netting, contact your supplier, or write for sources to E. I. du Pont de Nemours & Co. (Inc.), 5518 Nemours Bldg., Wilmington 98, Del.



Save rehanging time and money with ropes of new 707 nylon

Hanging and purse lines of Du Pont nylon are stronger now than ever. Ropes made with new *Du Pont Type 707 nylon* have 16% greater breaking strength and three times greater resistance to internal abrasion than regular nylon. These tougher, more durable ropes match the life of nylon netting to save you time and money.

DU PONT
REG. U. S. PAT. OFF.
Better Things for Better Living
... through Chemistry

Prime Topics at World Fishing Boat Congress:

Stern vs. Side Trawlers Fresh vs. Freezer Craft Plastic Fish Boat Hulls Atom Power Possibility

By D. L. ALVERSON

● The second World Fishing Boat Congress was held in Rome, Italy between April 5 and 10. Sponsored by the Food and Agriculture Organization of the United Nations, the Congress played host to over 300 delegates from 32 different nations. All important fish-producing nations had participants attending the meeting, with largest delegations from the adjacent European countries. However, Japan, Russia, Canada, Israel, India, Morocco, Pakistan, the Philippines, Cuba, Costa Rica, the United States, and many other nations sent representatives.

Some of the major topics of discussion at the Congress included: fishing methods and deck arrangements, boat types, stability of vessels, safety at sea, choice of size and types of vessels, propulsion, and fishing vessels of the future.

As many papers presented were of a technical nature, a review of the 50 or more articles submitted to the Congress is not the author's intent; but merely to summarize some of the interesting trends apparent from the Congress discussions.

What Type Trawlers?

● Perhaps the most controversial issues were those of the stern trawler vs. side trawler, and fresh fish vessel vs. factory freezer operations. The postwar development of the large stern-factory trawlers has obviously created a breach of thought among Europeans as to the most desirable techniques and methods for carrying out trawling on large or small vessels. Originally, the stern-factory trawler resulted from the idea of catching and processing fish on board to facilitate voyages to remote fishing grounds. As processing vessels require considerable space for machinery, the shelter deck followed. High freeboard amidships precluded efficient side operations from these vessels and stern ramps were designed to bring the net aboard. Currently, there are two groups of vessels being operated in stern trawling; the Berman free piston 189′ *Sagetta,* which is a catcher vessel only, and the motor factory trawler group of the *Pushkin* series. Vessels of the latter group are 246′ in length, approximately 2,400 gross tons, and powered by 1,900 bhp. This is the style currently being operated by the Russians.

The installation of drums on west coast trawlers has also partially mechanized a stern-type operation of trawls. A ramp operation for small multipurpose west coast trawlers was suggested.

The proponents of the new stern-type trawler operation argue that this technique offers longer fishing as it requires no heaving at sea, free choice of direction of trawling, and no necessity to split the contents of the cod end. Other advantages include better and safer working conditions for the crew and easier and better handling of the fishing gear.

Those who champion the conventional side trawling techniques point to increased costs of larger vessels, and the necessity of quartering the crew forward increases operating costs of factory trawlers. Regardless of which side one wishes to bet on, it was obvious that stern trawling and vessels designed for multipurpose fisheries are on the increase. One speaker pointed out that the Soviet Union anticipates having 150 of the large stern-factory trawlers by 1965 and a fish production near 10-billion pounds. German, French, Icelandic, and other participants indicated a growing interest in stern-fishing trawlers. With this trend comes the forecast that an ever increasing portion of the world's fish catch will be landed as a frozen product.

Improving the living conditions aboard fishing vessels and mechanization of techniques has become a problem of world concern. Younger men are not keen on going to sea and facing the hardships of a fisherman, and jobs ashore appear more attractive. As a result, it is becoming increasingly difficult for many nations to find young recruits to fill vacancies. It is hoped that greater comfort, safety, and a reduction in the physical effort required in many fisheries will make fishing more competitive with shore jobs.

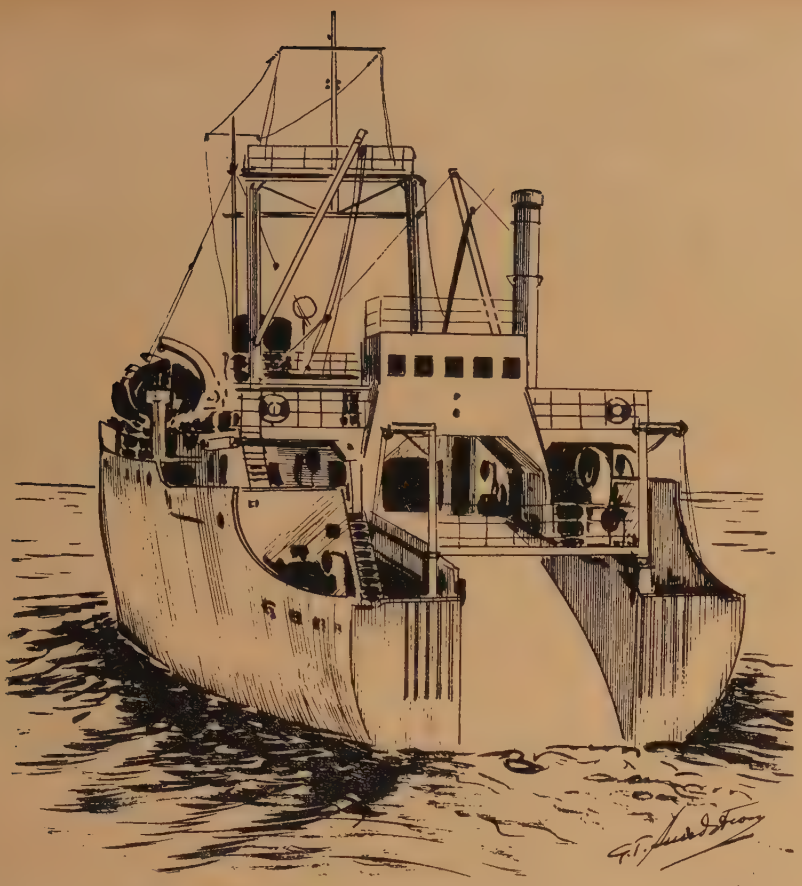
Plastic in Fishing Vessels

● A trend towards greater use of steel and aluminum in small-boat construction is indicated. Aluminum for seine skiffs and small work boats is already on the increase, while use of steel for construction of small fishing boats is becoming popular in many areas. The use of plastic hulls and decks made from cold setting polyester resin, reinforced with glass fiber "mat," was presented in a paper by Patrick D. de Laszlo of England. According to de Laszlo, glass reinforced plastic can be used for making hulls and decks of boats, particularly fishing vessels up to 130 feet in length. (Reinforced plastic is a laminate made of several layers of glass fiber impregnated and bonded together with cold setting polyester resin). Chief advantages of plastic hulls are said to be low initial cost and low maintenance and repair. Maintenance costs are low because plastic hulls are not affected by sea water and do not warp, rot, or split. They are reported stronger than wooden hulls of the same weight. The largest plastic hulls in the world are being made in the Unit-

---

Mr. Alverson, chief of exploratory and experimental fishing in the Seattle regional office of the U. S. Bureau of Commercial Fishing, attended the Second World Fishing Vessel Congress in Rome early in April.

We are happy to introduce to you
our new type of netting
Saran-N
Saran-N
Highly recommended for-
Purse seines
Trap nets
Trawl nets, etc.
ASAHI DOW LIMITED
Patentee & Saran Maker
25-1, Dojima Hamadori, Kita-ku, Osaka,
Japan
TOYO RAYON CO., LTD.
Nylon Maker
Japan
B1144



U.S.S.R. Stern Trawler PUSHKIN sketched by a U. S. Bureau of Commercial Fisheries artist, showing the ramp through which a trawl loaded with 10 tons of fish can be put directly aboard the vessel, where the fish are sorted, filleted, frozen and otherwise processed. Such vessels are 346' long and 2,400 gross tons.

ed Kingdom under Lloyd's survey.

Safety at sea pointed to a need for a larger safety factor in vessel stability, and means for insuring free exit of water from the scuppers of vessels which spill large catches of fish on the deck. The human element or desire to pack just a little more than a boat is designed to carry was pointed to as causing a number of fishing vessel accidents. Requirements for small vessels to carry certified life saving rafts or other equipment appear on the increase in Europe, and hooded inflatable life rafts are credited with saving the crews of many vessels. Lack of maintenance of life-saving and fire-fighting equipment were also reported as resulting in unnecessary vessel and crew loss.

● A discussion of fishing vessels of the future indicated the Japanese were making plans and were studying the feasibility of utilizing atomic power for fishing vessel propulsion. The advantages of atomic power would be tremendous for long-range vessels where the fuel space requirements and fish capacity ratio are critical. Apparently the Japanese are currently planning a large oceanographic research vessel which will be powered by atomic power. The technical problems encountered in developing this vessel will aid future planning of atomic powered fishing craft.

The choice of fishing vessels for a particular fishery appears to be largely influenced by the type of craft, method of fishing, and background of persons involved. Obviously there are no fixed set of criteria which dictates that a specific method and vessel is best for fishing a particular species, worldwide. Each area is faced with its own peculiar set of circumstances. The weather conditions, harbor facilities, technology of handling, marketing techniques, and fish behavior and distribution (even within the same species), are sufficiently different throughout the world to warrant a variety of vessel types and construction techniques. The advantages of one vessel type, construction material, or fishing method over another are not easily resolved. However, progress in fishing vessels and methods can be achieved by consideration and adoption of desirable improvements or methods regardless of the source of origin. The Vessel Congress sought and essentially fostered this spirit of international exchange of ideas. The many papers presented will be published in a second edition of "Fishing Vessels of the World."

More plants than ever before now process shrimp with Peelers Company Machines*

*The Peelers Co. specializes in shrimp peelers, deveiners, and graders.

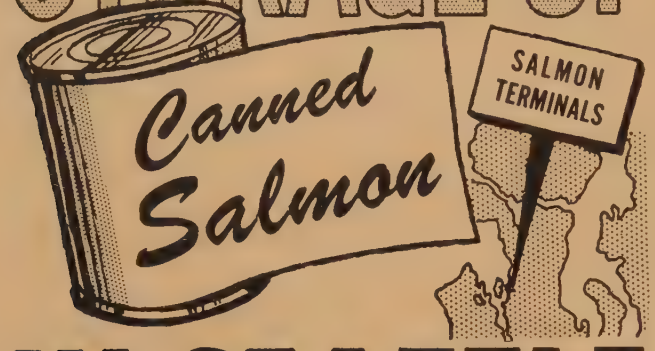
® © 1954 by

THE PEELERS CO.

619 S. Peters St. • New Orleans, La.

Write, wire, or phone

STORAGE OF



IN SEATTLE

means:

1. FASTER SERVICE

30 years experience serving the Canned Salmon trade, plus skill, know-how and modern facilities guarantee you the fastest, most dependable service available anywhere.

2. QUICKER DELIVERIES

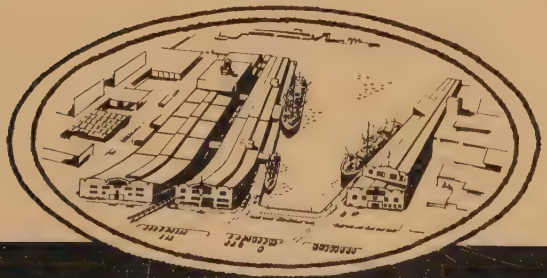
Seattle is the transportation "nerve center" of the Northwest, having direct connections with four trans-continental railroads, major motor transport and shipping companies.

3. LOWEST INSURANCE RATES

Salmon Terminals has the lowest insurance rates in the Puget Sound area—on Canned Salmon storage.

4. LARGEST CAPACITY

Salmon Terminals offer the largest storage warehouse in the world—for Canned Salmon, has a capacity to load up to 40 railroad cars in one day, and can service 4 ocean-going vessels.



SALMON TERMINALS
PIER 24 · SEATTLE, WASHINGTON

"WE USE
SHEPHERD plastic floats
BECAUSE:

They last longer
They're Better
Constructed
They are Economical..."

These are the words of Sam M. Snodgrass of Magic Valley Processing Company at Port Isabel, Texas, explaining why Shepherd Plastic Floats are used on all five of Magic Valley's vessels. Fishermen everywhere are finding the same qualities in Shepherd Floats—next time specify Shepherd floats and get these advantages for yourself.

J. H. SHEPHERD SON & CO.

Shepherd plastic floats feature bulkhead construction for greater strength. They are lightweight, extra buoyant and will not deform under pressure.

1820 East Avenue, Elyria, Ohio
ORIGINATORS OF PLASTIC FLOATS FOR COMMERCIAL FISHING

NORTHILL ANCHOR

DIGS FAST... HOLDS FAST... BREAKS OUT EASY

Scientifically designed for boats up to 80 feet. Lightweight... 3 to 105 lbs., easy to handle and stow. Most popular and dependable anchor for 20 years!

THE GARRETT CORPORATION
AIR CRUISERS DIVISION
BELMAR, NEW JERSEY

Fishermen's Packing Corp. Makes Alaska Connections

Expansion of the activity of the Fishermen's Packing Corporation of Anacortes, Wash., to the Southeast Alaska area was announced late in April by John N. Plancich, general manager.

The connection calls for joint operations with three canneries owned by Indian tribal communities. These are the Annette Islands Canning Co. at Metlakatla, 14 miles from Ketchikan; the Hydaburg Cooperative Association, with a plant at Hydaburg; and the Hood Bay Salmon Co., whose plant at Hood Bay is the property of the Angoon Community Association.

These three operations, well dispersed throughout Southeast Alaska, will service boats of the Fishermen's Packing Corporation, and will can on F.P.C. account all fish delivered by its member boats.

To implement this arrangement, the F.P.C. this spring purchased the 80' tender *Wanderer* from Tony and Marion Spanjol, and is equipping it with a chilled sea water refrigeration system. This vessel will operate with others in servicing the F.P.C. fleet in Alaskan waters.

In announcing the Fishermen's Packing Corporation's entry into the Alaska fisheries, Mr. Plancich said:

"This will in no way impair the scope of our Anacortes operations. It represents an expansion of the company's activities in the fishing industry, and to us is a natural move following approval of statehood for Alaska. It is our belief that the future of the Alaska fisheries is bright with prospect for local control."

Linen Thread Moves To Improve Efficiency

Production and administrative facilities of The Linen Thread Company, Inc., are being centralized at Blue Mountain, Ala., as part of a program to bring new vigor and wider scope to its operations, James E. Robison, president of Indian Head Mills Company, Inc., the parent company, declared in Anniston, Ala., in April.

He revealed that The Linen Thread Company is realigning its top management, strengthening its sales organization, concentrating warehouse stocks in strategic centers throughout the country and planning to inaugurate totally new merchandising concepts.

The recently acquired subsidiary of Indian Head Mills, he said, would continue to feature those products for which it has become known all over the world: Barbour's linen threat cotton braided and twisted threads, ready wound bobbins, synthetic threads, cotton and synthetic fishing twines, nettings and accessories as well as sports and industrial nets. The Linen Thread Company is one of the world's largest manufacturers of commercial fish netting, sports netting and industrial threads and twines.

Realignment of top management personnel, declared Mr. Robison, was prompted by the growing importance of marketing activities in the industry. He announced the following new appointments: Mr. D. L. Malcolm, Jr., was named vice president and general manager of The Linen Thread Company; Howard C. Johnson, former Chicago branch manager, was named sales manager; R. Stewart Jenkins was moved up from assistant sales manager to merchandise manager; E. V. Vierling will head the sales service department; and Walter J. Marr has been named controller. All executives will make their headquarters at Blue Mountain. R. C. Moyer will continue as plant manager of the Blue Mountain plant.

The Merchandising and Sales Service Departments are innovations at The Linen Thread Company. Operating from the Linen Thread's large, modern plant at Blue Mountain, these departments will assume the responsibilities of the Company's branch sales

SHAFTING YOU CAN DEPEND ON—AT REASONABLE COST

A 3-inch Tobin Bronze Shaft being installed in a trawler at Diesel Engine Sales, Inc., St. Augustine, Fla., a leading builder of commercial fishing boats. Over the years, Diesel Engine Sales has equipped more than 800 trawlers with Tobin Bronze Shafts.

TOBIN BRONZE® Shafting has proved itself through its performance on thousands and thousands of pleasure boats, fishing and other commercial craft. It is this record of dependability that has made it first choice of boatbuilders and boatowners.

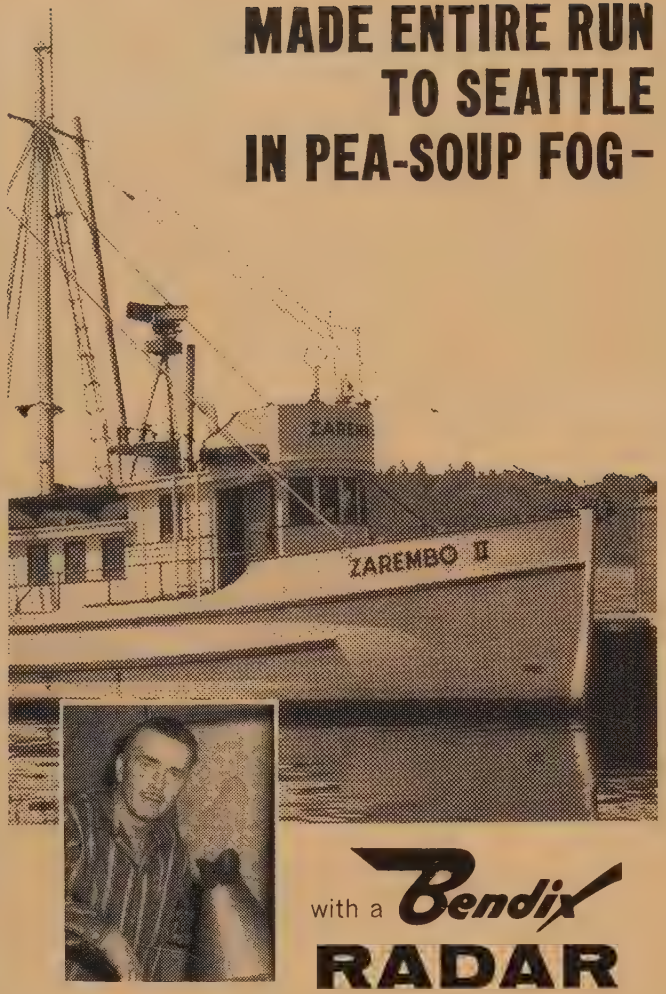
TEMPALOY®-917, nickel-aluminum bronze shafting, was developed by The American Brass Company for use requiring extra high strength. Repowering with higher horsepower engines often means replacing original shafting, too. Tempaloy frequently provides the needed extra strength with no increase in shaft diameter—saving costly alteration of bearing, stuffing box and housing assemblies. Features: toughness and high yield strength—high resistance to shock—excellent corrosion resistance—lighter weight—special straightening—close diameter tolerances—individually wrapped and trade-marked—reasonably priced.

Both Tobin Bronze and Tempaloy propeller shafts are available through leading marine supply distributors. For detailed information, see your distributor or write: The American Brass Company, Ansonia Division, Ansonia, Conn. District Sales Offices: Los Angeles, Calif., at 14900 Garfield Ave., Paramount — San Francisco 4, Calif., at 120 Montgomery St. — Seattle 1, Wash., at 1311 Tower Bldg. 5991PF

ANACONDA®

PROPELLER SHAFTING
MARINE BRASS AND BRONZE
EVERDUR® FOR FASTENINGS AND FITTINGS

MADE ENTIRE RUN TO SEATTLE IN PEA-SOUP FOG-

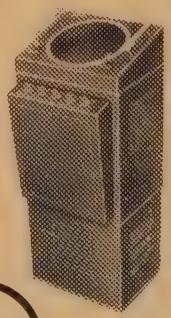


with a Bendix RADAR

Minor Lervold, owner of the dragger "Zarembo II" and president of the Seattle Fishermen's Marketing Association, has the right to be enthused about his Bendix Radar. Because —

On the first trip to the fishing banks after installing a Bendix Model MR-3B Mr. Lervold reported that fog closed in and he had to rely completely on his Bendix Radar to make the entire run back to Seattle, leading another fishing craft. He was able to enter the harbor and move directly to the unloading dock with radar. In addition — because of the extra safety Bendix Radar provides — his insurance has been substantially reduced.

Bendix Radar is not "just another radar." It is the new low cost, high performance equipment . . . simple to install and dependable when you need it most. No wonder that this radar is specified by the U.S. Coast Guard, U.S. Navy, leading fishing fleet operators and discriminating boat owners.



Bendix—the name millions trust on Radar, Depth Sounders, Radio Telephones, DF, Automatic Pilots, and Power Steering.

Bendix-Pacific
DIVISION OF BENDIX AVIATION CORPORATION
NORTH HOLLYWOOD, CALIFORNIA

Export Division: Bendix International, 205 E. 42nd Street, New York 17

offices and work in close liaison with the Production Department in meeting customer requirements. Customer service will also be improved through the maintenance of warehouse stocks and sales service centers in key locations.

These moves, said Mr. Robison, will result in substantial benefits to customers. Closer liaison between sales and production in meeting customer requirements will mean faster deliveries, he added. Not only will the result be improved service to customers, he continued, but Linen Thread will also be able to maintain product quality at competitive prices against intensified foreign competition. Mr. Robison said that the Linen Thread program was based on the same policies which have contributed to the amazing growth of Indian Head Mills. When Indian Head began its independent existence in 1953, it had total assets of $5,000,000, a net worth of $175,000 and sales of $8,500,000. Just prior to the acquisition of The Linen Thread Company, it had more than tripled its assets, had an estimated net worth of $12,500,000 and annual sales of approximately $43,000,000. With the acquisition of The Linen Thread Company, it is expected that sales will reach $60,000,000. During this period of growth, it was noted, total employees rose from 1,200 to approximately 4,000. Mr. Robison also pointed out that Indian Head's growth came during a period when the textile industry generally has been in a state of decline. There have been such adverse conditions as: increasingly intensive competition in the industry, loss of two-thirds of the textile trades export market, the increase of imports of foreign textile products into the United States, and high support prices of domestic raw cotton.

In summarizing, Mr. Robison stated that he felt sure that The Linen Thread Company, with its diversified products reaching several important industrial markets, would contribute to further growth for Indian Head Mills, Inc.

Bering Sea Crab Quota Increased by Japanese

With an increase in her quota from 57,000 to 70,000 cases of King crab, the veteran Bering Sea floating crab cannery *Tokei Maru* sailed from Hokdate, Japan, April 1. This is about 10 days earlier than usual. Justification for the increase in quota was given as satisfactory condition in the King crab population north of the Aleutians and the Alaska peninsula.

The vessel, 5,386 tons, is under joint management of Nippon Suisan K.K., Taiyo Gyogyo K.K., and Nichiro Gyogyo K.K.

r. Stevenson Assists . J. Whitmore in B. C.

Dr. James Cameron Stevenson has een named assistant director for the acific area, Canadian department of sheries, and he will assume his new uties in Vancouver, B. C., June 1.

Dr. Stevenson currently is on the aff of the Fisheries Research Board f Canada as assistant director at the anaimo biological station. He re-eived his B.A. degree from the Uni-ersity of Saskatchewan in 1939 and is M.A. three years later. In 1943 e joined the Fisheries Research oard as a scientific assistant and ompleted his Ph.D. studies at the niversity of Toronto in 1955. He as been at the Nanaimo station since 956.

Area director for the Pacific is A. Whitmore.

New Hebrides Tuna Delivered to Hawaii

With the Oceanic Skipjack fishery n Hawaiian seas in a low cycle, frozen una are being delivered to the Hawai-an Tuna Packers, Ltd., plant at Hono-ulu from the Japanese fisheries in the rea of the New Hebrides.

Late in April *Santo Maru,* a 196′ efrigerated transporter, delivered 590 ons of tuna from the New Hebrides o the Honolulu cannery.

Washington Fish Farming is Sanctioned by Legislature

● Washington State Fisheries Department's program of fish farming and large scale rearing of hatchery fish in large impounded lakes and salt water lagoons will be able to go forward under the financial appropriations approved by the 1959 Washington legislature.

While funds granted the department are slightly above those for the previous biennium, actual amount available will be reduced, as state agencies now are to be required to pay the sales tax and its extension to service, according to a legislative summary prepared for *Pacific Fisherman* by Robert S. Robison, supervisor of administrative service on the staff of Director Milo Moore.

Among the accomplishments of the legislature with respect to fisheries were:

Settlement of a 30-year claim against Tacoma with respect to the Skokomish River, where the city will provide land and pay $200,000 for construction of a hatchery, plus $15,-000 annually for operation.

Approved the director of fisheries to cooperate with Oregon authorities to assure sustained yield of aquatic products. Amended the Pacific Marine Fisheries Act to include Alaska and Hawaii.

Gave the fisheries industry authority to set-up non-profit fisheries marketing organizations to promote orderly marketing of fisheries products, to eliminate waste, and stabilize market conditions.

Petitioned the Federal Congress to provide means by which predatory dogfish could be controlled; and to stop Japanese exploitation of American-spawned salmon stocks on the high seas.

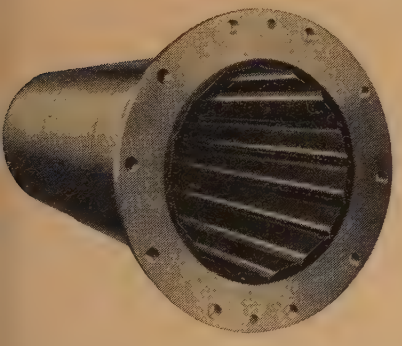
Allowed an additional month, to Feb. 1, to secure commercial fishing licenses, allowed licenses to be transferred and removes some provisions which were felt to be discriminatory against trollers.

Reduced the business and occupation tax which had proven a hardship on packers of raw frozen or salted seafoods in the light of the increasing ad valorem privilege fee payments and increased cost of production.

For Top Performance and Economy

Wise Pacific Coast Fishermen Choose

CUTLESS SOFT RUBBER WATER LUBRICATED BEARINGS



CUTLESS BEARINGS IMPROVE THE PERFORMANCE OF ANY VESSEL!

If you fish for a living you know the importance of dependable propeller shaft bearings. The kind that gives years of trouble-free, QUIET operation. The kind that saves shafts and keeps boat out of drydock. That kind is CUTLESS—the soft rubber, water lubricated bearing —the bearing fishermen depend on to keep them fishing.

Buy them from your favorite Marine Supply House or Ship Repair Yard when you haul out. Large west coast stocks, popular sizes. Factory stock to 11½-inch shaft size available overnight by air.

72′ multi-purpose fishing vessel "Silver Viking II" built by Yarrows, Ltd. uses Cutless Bearings.

LUCIAN Q. MOFFITT, INC.

AKRON 8, OHIO

Engineers and National Distributors

B.F.Goodrich *Cutless* BEARINGS

PROPELLER SHAFT

Quality Always

...Today a BETTER product

...better accepted nationally

...because of P. A. F. research

PACIFIC AMERICAN FISHERIES, Inc.

Sales Subsidiary: DEMING & GOULD COMPANY, Bellingham, Washington

FOOD FISH MARKETING

News and Views of National Trade in Fish and Shellfish

Section of PACIFIC FISHERMAN — May, 1959

SALMON MARKET — Soundly Comfortable

● Post-Lenten quiet prevailed in the canned salmon market through April, and this was to be expected, but supplies were wearing thin in spots and this was having the effect of some price firming.

As a matter of fact, supplies were running out in a number of instances, and this lent a firm tone. Chums seemed on the verge of moving up from $18 to $19. Tall Reds were definitely tight.

In spite of the evident short supply, some Pinks were still available at $21, but sellers who moved up to $22 early in April reported satisfactory orders from their established customers at that horizon.

The April 30 tax assessment date in Seattle undoubtedly put some goods on the consignment road, but not in volume or degree of recklessness which is expected to prove disturbing.

This appears a sound conclusion:

New pack will come on a market whose inventory position is comfortably light, coast, and in the pipelines of distribution.

Seattle Halibut Exchange Conforms on Grading

After all these years, the Seattle Halibut Exchange is getting in step with the rest of the boys and is selling halibut on the basis of three size grades—*Chicken, Medium* and *Large*—instead of according to the long-time Seattle grading—*No.* 1, for Mediums; *No.* 2 for Chickens and Large.

In addition to the three price grades based on sizes of No. 1 halibut, the Exchange is making provision for discount on halibut of the three size grades which becomes No. 2 on the basis of quality.

Salaccini Style Sardines Packed by California Firm

Sal Ventimiglia, former Monterey purse seiner skipper, and owner of the California Frozen Fish Co., Inc., 651 Larkin st., Monterey, is now putting up sardines and mackerel salaccini style.

Salaccini is basically a salt-cured fish, and this is a fancy, cured, pressed pack, put up in 10-lb. wooden boxes. The boxes are lined with aluminum foil, the bottom layer of fish is protected by a thin, foil covered wooden slat, and the fish are packed in pliofilm bags.

Salaccini is now imported to the United States from Spain, Italy, and Portugal, and is a seasonal food, being much in demand by those of Latin descent in the fall months. It is used to a large extent in making pizza.

Salaccini as it comes into the United States is packed in 35-lb. kegs, and Mr. Ventimiglia says that the trade that he has called on are greatly enthused about the new smaller package, which is much easier to handle. Brands are New Hope and Mesa Del Rey.

California Frozen Fish Co., Inc., also packs smoked jack and Pacific mackerel, and mackerel packed in brine in 125-lb. barrels.

Sales of the products of California Frozen Fish Co., Inc., are handled by H. A. Irving Co., San Francisco food brokers.

Southern California Domestic Tuna Receipts

Cumulative totals for 1959 through April 11, in tons, as reported by U. S. Market News Service

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito, etc.	Total
San Pedro	5,242	611	8,409	27,769	109	42,140
San Diego	427	12	6,601	7,342	3	14,385
Total 1959 through April 11	5,669	623	15,010	35,111	112	56,525
Total 1958	3,366	463	15,782	27,016	298	46,925
Total 1957	6,980	104	14,926	26,138	42	48,190

Japanese Saury Target Is Revised Downward

Japan's canned saury target for 1959 was revised in April to 600,000 full cases, down from the 650,000 originally set. This action was taken in view of the large unsold carryover, which is said to approximate 640,000 cases.

Of this carryover, approximately half is expected to be sold by the end of August, when new production begins. Canned saury finds its principal markets in Burma, Egypt, New Guinea and the Philippines.

The fish is a relative of the mackerel and the canned product rather closely resembles "California sardines."

Sidwell Circles World In 3 Days of Flying

Harold Sidwell, head of Sidwell & Co., London distributors of fish products, spent several days in Vancouver, B. C., and Seattle the middle of April before completing his return to England after a 14-day trip which took him to Tokyo, Vancouver, Seattle and back to London in only three days of flying.

Much of the time was spent in his company's office in Tokyo, where K. Mizushima, manager, arranged contacts with numerous Japanese fish packers and shippers.

Mr. Sidwell was highly enthusiastic over the prospects for continued active, profitable business for British Columbia salmon in the United Kingdom market.

Both in Vancouver and Seattle he was interested in renewing contacts with old friends of the years when he was in business in those cities. Sidwell & Co., in which his son Dale is associated with him, has risen through the years to a ranking position among the great British factors in imported fish.

Southern California Domestic Tuna Deliveries

Cumulative totals for 1959 through April 11, in tons, as reported by U. S. Market News Service

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito, etc.	Total
Clippers and Albacore Fleet	...	16	11,276	10,643	3	21,938
Purse Seiners	...	607	1,549	11,380	109	13,645
Total 1959 through April 11	...	623	12,825	22,023	112	35,583
Total 1958	4	381	14,655	18,551	298	33,885
Total 1957	221	104	11,132	19,518	66	30,820

Salmon Marketing Notes From Metropolitan N. Y.

● *New York is still a fancy salmon market*—and particularly so in spots—but this fancy market status is continually being eroded by the waves of new housewives of new generations of food-page-readers and teevee-watchers.

"Buying habits of this new generation are different from those of their parents and grandparents," one broker said. "Where the older people wanted only fancy salmon, the best, brightest, fattest and fullest-flavored, the young women of New York today are recipe-readers and menu-stretchers, who much more often than their mothers use salmon in hot dishes, extended with rice, macaroni, potatoes and vegetables."

● *Lessons in label-selling* can be learned in the small groceries, many of them still doing a phone-order-and-delivery business in the downtown residence districts of the metropolis.

On their shelves will be found many examples of well-known local distributors labels—Liggett's "Premier" as a prime example.

Significantly, the salmon packers' advertised, prime brands are not displayed.

Asked why, a New York distributor explained it thus: "The grocer in these stores has to get a high price to cover his rent, delivery cost, service selling, and relatively low volume. He doesn't like to carry items which are also to be found in the chains. It's embarassing for him to have to explain the difference in his price tag and that on the same article in the Tea Company store around the corner.

"He'll carry the advertised goods all right, but they'll be under the counter or in the storeroom. If you insist, you'll get them; but he doesn't want them out in the open with the price tag showing."

● *What are the leading brands in New York today?*

Our answer will not be a quantitative one, and emphatically will not seek to list the leaders according to rank. *Pacific Fisherman's* survey of shelves was confined largely to downtown New York, and did not penetrate into the enormous territory in the outlying burroughs, with their modern supers and shopping centers.

These brands we did see in significant distribution:

Local — Liggett's *Premier;* Seeman Bros. *White Rose;* Krasne's *Krasdale.*

Wide distribution packers' brands—Columbia River Packers' *Bumble Bee;* F. A. Gosse's *Red Breast;* New England Fish Co.'s *Icy Point.*

Strong in spots—Whitney & Co.'s *Gillnetters,* now with the old-time *Best* played down; Point Adams' *Peacock.*

● *Prices?*

Taking a look primarily at the Sockeye, Bluebacks and fancy Chinooks in halves, which are the salmon items characteristic of the New York market, and confining its data to the major self-service stores, *Pacific Fisherman* found Bluebacks priced at 59c, and *some* fancy Chinooks at the same price. *Bumble Bee* fancy Chinook was priced at the top, 67c reflecting the high esteem in which it is held, and the vigorous and intelligent sales campaign behind it.

Pink Salmon Imports From Japan Notable

More than 100,000 packages of canned Pink salmon were received from Japan in March at Seattle.

Cases of 48 halves numbered 31,000; with 61,000 full cases of 48 talls. These were the principal items, but there were varying quantities of these cans in cases of 24, and also a minor quantity of 4-lb. cans.

Chum salmon was imported in much smaller amounts.

$1 Price Cut Offered In New Tuna "Sale"

Long-discussed price reduction on whitemeat tuna by the Japanese became real late in April when the Japan Export Canned Tuna Manufacturers Association determined on a $1 reduction per case of Albacore during the period of the "fifth sale."

The "sale" involved 350,000 cases, of which 250,000 cases were Albacore. The 100,000 cases of Lightmeat tuna would not be subject to price reduction.

Toward the end of April Albacore processors were paying the high price of 110 Yen per kilo (2.2 lbs.)

ROBERT L. STIX, INC.
CANNED and FROZEN FISH
FROM 3 CONTINENTS
G. H. & P. D. Shrimp
Call us for our offers
P. O. Box 278 Bronxville, N. Y.
Tel: DE 7-6322
TWX: NY 1-625
Cables: FISHSTIX NEWYORK

PACIFIC PEARL SHRIMP
CRAB • SALMON • TUNA • CLAMS • OYSTERS
PACIFIC PEARL
Northwest Sea Foods
A familiar sight in grocery stores from coast to coast!
• SHRIMP
• CRAB
• SALMON
• TUNA
• CLAMS
• OYSTERS
IVAR WENDT
Exclusive Sales Agents
701 Central Building - Seattle, Washington
Phone MA.4-4865 • Teletype SE-573

Richer Redder

"Packed with the Wiggle in its tail"
NEW ENGLAND FISH CO.
Seattle, Wash.
Since 1868
Producers ★ Packers ★ Distributors
Canned ★ Fresh ★ Frozen ★ Seafoods

Seeman Brothers Exercise Option on Liggett House

Seeman Bros., Inc., great New York grocery house, proprietor of the famous *White Rose* brand, perhaps the leading private brand in the metropolis, late this spring exercised their option to purchase Francis H. Leggett & Co., whose *Premier* brand presses *White Rose* closely in Manhattan.

Norfish Adds to Staff

William G. Coleman, formerly with ECA Food Industries, New York, is now sales manager, consumer package and portion control frozen seafoods, Norfish Sales Co., Oakland, Calif.

Keith Taylor, son of Neil Taylor, founder and head of the company, has joined the Norfish staff and is learning the business under his father's tutelage.

Japan to Pack Fish Pet Food for U.S.

Success of Japanese packers in selling the United States pet food produced from fish is leading high seas salmon operators this year to plan on packing pet food from salmon waste at their land processing plants.

Apparently stimulated by this movement, a number of Hokkaido fish canners are said to be experimenting with pet food packed from such fish as saury, herring and Atka mackerel, which are available locally.

SIMPLIFICATION with EMPHASIS provide the double keynote of the new labels for F. E. Booth Co., Inc., new tuna labels for its **Crescent** brand tuna. In markets where this label has been introduced sales results have been exceptionally fine, according to A. L. Desmond, vice-president and general manager. The fancy solid pack white meat tuna label is white with a red band. Background of the light meat solid pack is blue, and of the light meat chunk pack green. Labels are by Lehmann Printing & Lithographing Co.

Halibut Producers Co-op Elects Roger Bailey

Members of the Halibut Producers Cooperative elected a new board of directors in mid-spring to serve for the new fiscal year. The board in turn chose Roger Bailey president.

W. B. Johnson, manager, lists the other new officers and directors thus:

Art Theberge, first vice president; Walter Hofstad, second vice president; Harold Chaney, secretary; Don Moe, treasurer.

All officers are directors, other members of the board being: Al Green, Norman Rustad, Roy DeBritz, W. L. Andrews, Ingvald Ask, Ed Hofstad and John Nevill.

Bob Allen Takes Wing In Alaskan Air Service

Bob Allen, well-known among Puget Sound fishermen as one of the Pacific Marine Supply Company staff, has taken to the air. He will operate a flying charter service out of Ketchikan, Alaska, during the coming season. His knowledge of fishing operations and gear will prove useful to cannery operators and vessel operators alike in charter operations serving southeastern Alaska. Bob's plane will have communication facilities to talk with both ship and shore units for faster service.

For over 65 years...

Bumble Bee has upheld and extended the reputation of the seafood canning industry by processing and marketing products of the finest quality.

In this way, Bumble Bee's matchless standards help to insure the growth of our own business, the welfare of our employees, and a constantly expanding market for the catch of the fishermen.

Columbia River Packers Assn., Inc.
Astoria, Oregon
Tuna, Salmon, King Crab Meat, Frozen Seafoods, Seafood Delicacies

Quality
Pink Salmon
KELLEY-CLARKE CO.
2460 6th Ave. S.
Seattle 4, Washington

Oystermen Ask Congress For 4-Point Protective Action

● Declaring that in the past two years Japanese oyster canners have captured more than half of the United States market for canned oysters, Edward J. Gruble, president of the Pacific Oyster Growers Association in April asked Congress to enact a number of legislative measures proposed by the association in an effort to protect the American industry.

The proposal also was given the backing of David H. Wallace, manager of the Oyster Institute of North America in the hearing before Senator Warren G. Magnuson in Seattle.

The program presented by the Pacific Oyster Growers included these legislative proposals, which were termed "imperative":

"1. An equitable quota system on imports of Japanese products.

"2. Establish a procedure for permitting shellfish to be admitted into the United States provided said shellfish are grown in pollution free waters and packed under sanitary conditions.

"3. Restrictions on the admissibility into interstate commerce in the United States of oysters canned in Japan under the label term "Pacific Oysters". The term "Pacific Oysters" through common trade and public usage of more than 30 years has come to mean exclusively oysters of the species Ostrea Gigas grown in the waters of the Pacific States and British Columbia.

"4. The words "Packed in Japan" or "Product of Japan" to be placed on the label in an unmistakable manner and of sufficient size to be clearly legible and not as it is being done at present in such a manner as to hide the words through blending of colors, etc."

TWO GREAT BRAND NAMES IN FROZEN FRESH SEAFOODS

SAN JUAN

Ship Ahoy

FRESHEST FISH IN THE FREEZER

More than 37 Delightful Frozen Seafoods in Both Brands

NEW ALASKA KING CRAB MEAT

6 oz—1 lb—2½ lbs—5 lb sizes

SAN JUAN FISHING & PACKING CO.
PIER 31—SEATTLE, WASH.

Seattle Market

Market prices currently quoted at presstime by Pacific Northwest brokers and cannery sales department, cases of 48 tins, unless otherwise specified, good quality, as reported by the U. S. Bureau of Commercial Fisheries, Market News Service.

Items and Packages	Per Case
Puget Sound	
Sockeye, halves	$22 -24
Sockeye, quarters	12.50-13
Alaska	
Red, talls	34 -36
Red, halves	22 -24
Pink, talls	21 -23
Pink, halves	13 -14
Coho, talls	27 -28
Coho, halves	15.50-16.50
Chum, summer, tall	18 -19
Chum, summer, halves	11.00-11.50
Chum, 4-lbs. (12)	18
Chinook, talls	30
Columbia River	
Blueback, halves	23
Blueback, quarters	12.75-14.50
Chinook, fancy, halves	25 -26
Chinook, fancy, quarters	13.75-14.50
Chinook, choice, halves	17 -17.50
Chinook, choice, quarters	10 -10.50
Silver, halves	17 -17.50
Silver, quarters	10 -10.50
Tuna, Northwest Pack—	
Albacore, fcy., 7 oz.	11.50-12
Yellowfin, chunk, 6½ oz.	9.50-10.50
Tuna, Featured Pack—	
Albacore, fcy., 7 oz.	14.85-15.25
Albacore, fcy., 3½ oz.	9.10- 9.50
Albacore, chunk, 6½ oz.	11.00-13.25
Albacore, chunk, 3 oz.	7.25- 8.00
Lightmeat, fcy, 7 oz.	13.75
Lightmeat, fcy., 3½ oz.	8.55
Lightmeat, chunk, 6½ oz.	12.50
Lightmeat, chunk, 3 oz.	7.50
Canned Crab—	
Dungeness, 24, 6½ oz.	12.50
Dungeness, 3¾ oz.	7.60
King, 48, 7½ oz., fcy.	29
King, 24, 15 oz., fcy.	26.50
King, 24, 7½ oz., fcy.	14.60
Northwest Shrimp—	
Wet Pack, 24, 4½ oz.	8
Alaska Shrimp—	
Tiny, 24, 4½ oz.	8
Small, 24, 4½ oz.	9
Medium, 24, 4½ oz.	10

It's Good Fishing

...with

Pauls®

"LOCKNOT" SALMON GILL NETTING

This gill netting has no rival with its unique reputation for profitable salmon fishing and long-lasting service. Available in both nylon and linen, it is precision made, scientifically right . . . manufactured in keeping with standards that are a reason why the use of Pauls Netting has been a tradition handed down from father to son through generations of fishermen. Other products include:

PAULS NETTING:

Double Knot Salmon Gill Netting (linen or nylon)
Nylon Single Knot Salmon Gill Netting
Cotton Netting — Nylon Seine Netting
Dyak Netting — Nyak Netting
Knox's Knotless Nylon Netting

PAULS SEINE TWINES:

Salmon Mending Twine in Nylon or Linen
Cotton Seine Twine — Nylon Seine Twine
Dyak Seine Twine — Nyak Seine Twine

PAULS COTTON ROPE • ARK PLASTIC FLOATS
NETSET NET PRESERVATIVE

FREE ARK FLOAT—

Test this amazing plastic float without charge. Send or bring a copy of this ad with your name and address to:

PACIFIC COAST REPRESENTATIVES

NORDBY SUPPLY CO.
Salmon Bay Terminal, Seattle 99, Wash.

OLSEN JOHNS SHIP CHANDLERS
36 Tuna Lane ("G" St. Pier), San Diego 1, Calif.

ALFRED PUUSTI & CO.
238-240 West Marine Drive, Astoria, Ore.

HEAT

MAKES YOUR BOAT GO!

Yes, heat turns your engine and that's why it's important to know a bit about engines and fuel.

	*Heat units per gal	**Cost per gal	Cost per 100,000 BTU
Typical marine premium gasoline	123,250	20.4	16.6¢
Kerosene (Premium #1 Diesel)	139,360	16	11.5¢
#2 Diesel fuel	141,160	14	10 ¢

When you buy fuel you are buying BTU's, and from this you can see that premium gas costs 6.6¢ more per 100,000 BTU and that if your diesel has a fancy appetite requiring Kerosene (Premium or #1 diesel) your fuel bill will be up 11½%.

A diesel has much higher compression than your gasoline engine (perhaps 18:1 compared with 7:1). This creates much greater efficiency—and if your diesel is happy with real diesel fuel, you have the ultimate. Remember, with a diesel you not only greatly increase the safety factor aboard your boat but you can also extend your cruising range by 50% while still using your present tanks!

With her D315 Cat Turbo, ANGELINA went to LaPaz the other day (about 1000 nautical miles on 500 gallons of #2 diesel) and when I tanked up in San Diego, the fuel man had an interesting twist "Understand these Cat Engines won't run on Premium #1 Diesel" (kerosene). Of course, Caterpillar Engines are fully guaranteed on anything from kerosene to crude oil, but apparently some engine competitors aren't too happy about Cat efficiency and economy.

If you need 150 "gasoline horsepower" or more—Let our engineers tell you the Cat Turbo story.

Dan Palmiter — Los Angeles — Raymond 3-7191

Rod Bangham — San Diego — Belmont 9-9471

** Tax refund deducted, but many owners lose part of this. Assume 400 gal tank capacity.
* Called "British Thermal Units"—or "BTU's".

Cat & Caterpillar are registered trademarks of Caterpillar Tractor Co.

SHEPHERD

MARINE

East Los Angeles:
3400 South San Gabriel River Parkway
RAymond 3-7191—OX 2-3751

San Diego:
2031 East Belt St.
BElmont 9-9471

Guess Who Uses Roebling Fishing Rope...

Special Galvanized Fishing Rope, to be precise. We agree immediately that the sad showing made by the non-user of Roebling rope is somewhat exaggerated.

No exaggeration, though, to say that with Roebling rope aboard you'll have a lot less to worry about in the heavy-hauling department. It's a rope that is built to take the weight—and take it for a long time. And while it works long and hard, it fights corrosion with a vengeance. That goes for shrimp rope, trawling rope and purse seine rope. Call your distributor or write to Wire Rope Division, John A. Roebling's Sons Corporation, Trenton 2, New Jersey.

Buy from the guy that eats your fish

ROEBLING

Branch Offices in Principal Cities • Subsidiary of The Colorado Fuel and Iron Corporation

"BRISK"

. . . A REAL MULTI-PURPOSE BOAT

The "Brisk" is a true multi-purpose boat, being used for dragging . . . for halibutting . . . and for Albacore fishing. For power, Capt. Nels Forstad picked a 190 HP Allis-Chalmers Buda Diesel Engine to turn a 50x43" Olympic propeller through a Capitol HYC 3.88 to 1 Hydraulic Reverse and Reduction Gear.

For smooth performance—fast change from full forward to full reverse in 3 seconds—for maneuverability—and long, trouble-free life—Capitol Gears are preferred by experienced boat owners. Make your next gear . . . a Capitol Gear! Available in ratios—1½:1; 2:1; 2½:1; 3:1; 3½:1; 4:1 and 4½:1.

Send us details of your gear needs. We'll gladly make recommendations based on 52 years of experience.

CAPITOL GEARS

AUTO ENGINE WORKS, INC.
325 N. Hamline Avenue
St. Paul 4, Minnesota

U.S.B.C.F. Offers Fish Inspection and Certification

Lot inspection and certification services for all fishery products is now available from the Bureau of Commercial Fisheries, U. S. Department of the Interior, Seattle. This service by the Bureau of Commercial Fisheries is being offered for the first time in the Seattle area. Inspection and certification services for fishery products previously were provided in this area by the Processed Products Division of the U. S. Department of Agriculture.

Morris Rafn of Tacoma, has been employed as Fisheries Commodity Inspector by the Bureau of Commercial Fisheries and is stationed at the Seattle Fishery Technological Laboratory. Mr. Rafn is a graduate of the College of Fisheries, University of Washington, and has a wide background of experience in the Pacific Coast and Alaska fisheries, where he was formerly associated with Win-ra Fisheries, Inc.

Inspection criteria will include federal, state, and individual company specifications as well as the official U. S. standards for grades of processed fishery products. Which of these criteria are used will depend upon the service that is requested. The inspector may be requested to certify the product lot as to (1) quality or grade, (2) condition, or (3) quality and condition following his examination. In addition, the inspector may be requested to check the loading and to provide an official certificate of loading for a specific lot of fishery products being shipped. The grade certificates and the stamp, "OFFICIALLY SAMPLED," in conjunction with the date on the shipping cases constitute an assurance of the quality of the product when it was forwarded. The costs of these inspection services average $5.00 per hour, including travel time from the laboratory.

San Pedro Holds Lead As Top Fishing Port

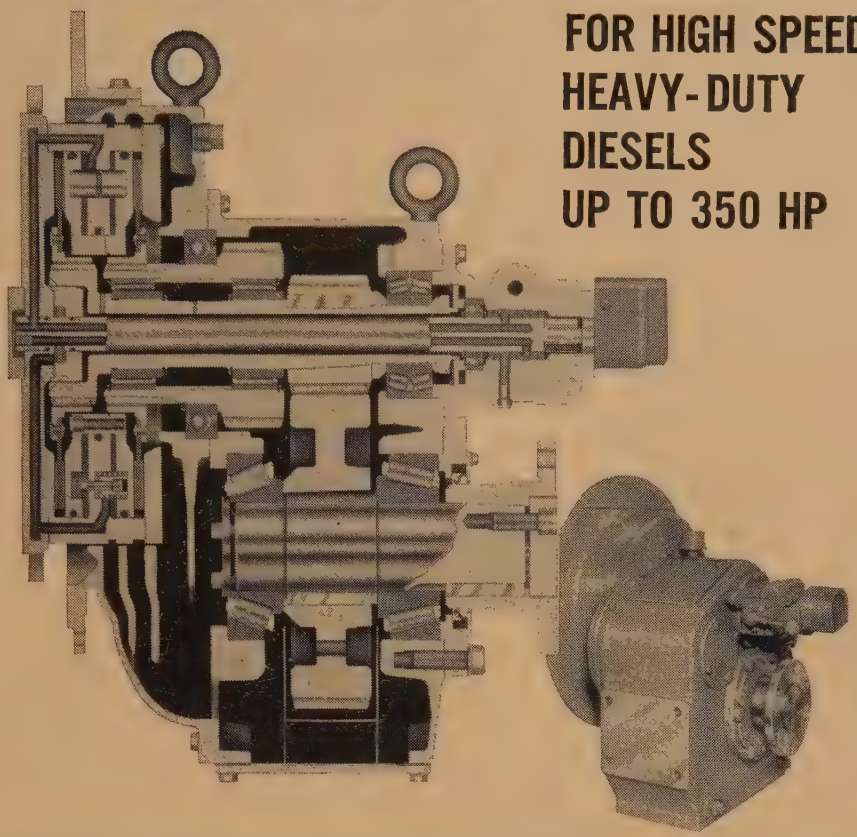
San Pedro, which has held the heavyweight championship among fishing ports longer than Willie Hoppe ruled at billiards, held the belt fast in 1958 with 380,000,000 lbs. landed. Value of catch was $27,900,000 in landed condition and before canning or other processing.

San Diego was the next port in point of value of fish deliveries with $17,100,000; but it was well down the line at 124,000,000 lbs.

The big menhaden ports and Gloucester follow behind San Pedro in tonnage, but did not come close in payoff.

NEW S-N SERIES 3940

FOR HIGH SPEED HEAVY-DUTY DIESELS UP TO 350 HP



the completely modern marine gear . . .
yet PRICED LOWER
than other gears of equal capacity

Now, tested and proven, the new S-N 3940 Series has wide application for marine propulsion engines. **LowEST** — in price for any gear of comparable capacity . . . **SimplEST** — with fewer moving parts . . . **LightEST** — for transmitted horsepower . . . **ShortEST** — as much as 9″ shorter than other gears in its range . . . Transmits full power continuously in forward or reverse at all engine speeds . . . Wide selection of gear ratios from 2:1 to 4.4:1. Contact your S-N distributor or write The Snow-Nabstedt Gear Corporation, Hamden, Connecticut for more complete information.

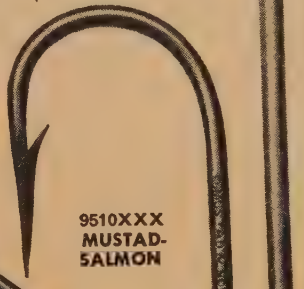
YOUR BEST BUY IN DEPENDABLE GEARS

SNOW-NABSTEDT
Transmission Engineers
FOR OVER HALF A CENTURY

MUSTAD
Key Brand FISH HOOKS

QUICK, deep penetration—the ability to take hold instantly and sink in deeply—plus the enduring resilience and strength to hold your catch until you have brought it in. That's what Mustad Key Brand Fish Hooks deliver. Ask your fishing supplies dealer.

9395
MUSTAD-HALIBUT



9510XXX
MUSTAD-
SALMON

7897
MUSTAD-DOUBLE
I.P. ROUND

O. MUSTAD & SON,
Established 1832
Oslo, Norway

Sales Agents
H. L. BOWLDS & SON
2345 West 3rd St.
Los Angeles

H. L. BOWLDS & SON
17070 Hamlin Road
Seattle 55

MODERN FISHERMEN

Demand Hydraulic Equipment for Their Power Requirements.

MARCO Builds the Best!

MARCO Leads the Way in the Design and Manufacture of Hydraulic Equipment Used in the Conversion of Tuna Bait Boats to Purse Seiners . . .

- POWER BLOCKS
- VANGING WINCHES
- TOPPING WINCHES
- PURSE SEINE WINCHES
- CORK LINE WINCHES

MARINE CONSTRUCTION AND DESIGN CO.
2300 COMMODORE WAY SEATTLE AT 2-8614 Cable: Marco

VITA FOOD

TRADE MARK

PRODUCTS, INC.
GENERAL OFFICES — NEW YORK CITY

Importers & Exporters — Producers, Packers, Smokers

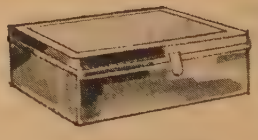
FISH OF ALL KINDS

Mildcured and Frozen from all Principal Centers of Alaska

SEATTLE OFFICE — 1844 WESTLAKE NORTH

CANS FOR INDUSTRY

STERN
a good CAN name
since 1901



STERN FILLET CAN

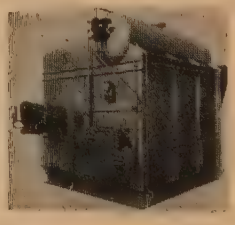
1 GALLON CLAM AND OYSTER

STERN CAN COMPANY, INC.
71 LOCUST ST., BOSTON 25, MASSACHUSETTS
5437 SO. MASSASOIT AVE., CHICAGO 30, ILL.

IN CHICAGO BUYERS "Phone FROHMAN for Fish!"
A COMPLETE SELLING ORGANIZATION

COMPLETE TRADE COVERAGE	50 YEARS OF SALES PROMOTION AND MARKETING EXPERIENCE	NATIONALLY RECOGNIZED HIGH STANDARDS OF SERVICE	SPECIALISTS IN BRAND BUILDING
RETAIL SPECIALTY WORK	CREDIT INVOICING AND TRAFFIC SERVICE	RECEIPT AND DISTRIBUTION OF CARS	CONSIGNED STOCK SELLING & RECORD KEEPING

L. H. FROHMAN & SONS Sales Agents
FOR PRODUCERS OF CANNED AND FROZEN FISH AND SEA FOODS
510 NORTH DEARBORN STREET CHICAGO 10



Full Automatic 300 H.P. Watertube Boiler

NEW and USED
BOILERS
Watertube — Firetube
BOILER TUBES
— ALL SIZES —
QUICK DELIVERY
REPAIRS—24 Hour Service

COOKERS — RETORTS — PRESSURE VESSELS

SEATTLE BOILER WORKS, INC.
5237 E. Marginal Way, Seattle 4. PA 2-0737

New Perpetual Trophies Spur Fish Divoteers' Play

Old Sol smiled a benevolent blessing on a near-record field of 145 golfers at the Fish Divoteers' twenty-first annual spring tournament at the Rainier Golf & Country Club, Seattle, April 3. Hospitality of the "Nineteenth" hole and the banquet in the evening were enjoyed by 177 members and guests. The new president, Walter Johnson, Halibut Producers Cooperative, presided.

Competition was keen for the organization's attractive new perpetual trophies for low net in the first, second and third divisions, which will be defended each year at the spring tourney. Permanent cups for low gross in all three divisions will be awarded, as usual, at both the spring and fall tournaments.

Highlight of the banquet was the distribution of the day's prizes and trophies by Walter Hanson, James Farrell & Co., master of ceremonies.

The perpetual trophy for low net in the first division went to Arnold E. "Andy" Anderson, New England Fish Co., with a 64. Glenn Wicker, Green Bay & Western Railroad, under whose able leadership the tournament was staged, won low gross honors with a 73. Jack Hanover, Egegik Packing Co., and George Skarich, Colorado Fuel & Iron Corporation, took home permanent cups as last fall's low net and low gross winners.

In the second division the perpetual trophy for low net was won by John Borseth, Parks Canning Co., Inc., with the award for low gross going to Joe Brenner, Talbott Carroll Co., Inc. Permanent cups for low net and low gross last fall were received by Bob Dignon, Northern Products Corporation, and Ben Ruf, Container Corporation of America.

Dave Craig, Seaport Fish Co., carried off the perpetual trophy for low net in the third division. Low gross went to Harold Maust, Maust Transfer Co. C. E. "Bud" Moore, Whitney & Co., and Ron Eader, R. F. Dreitzler & Co., were recipients of permanent cups for low net and low gross last fall.

Competing in the guest division, Joe Selz, Home Insurance Co., was the low net winner, with the low gross award going to Herb Dennison, Gai's French Bakery.

Assisting general chairman Glenn Wicker in the direction of the tournament were George Skarich, Leif Edje, Vita Food Products, Inc.; C. F. "Budge" Sargent, American Can Co., and Alf Larsen, Vendsyssel Packing Co., Inc.

Prizes were lined up by the Sponsors' committee headed by George Golden, Food Brokers, Inc., and Dave Craig and Al Algyer, Washington Fish & Oyster Co.

Larry Carlander, Puget Sound Freight Lines, was in charge of entertainment and the "Nineteenth" hole, assisted by Ted Jones, Gaylord Container Corporation, and Jim O'Connor, Great Northern Railway Co.

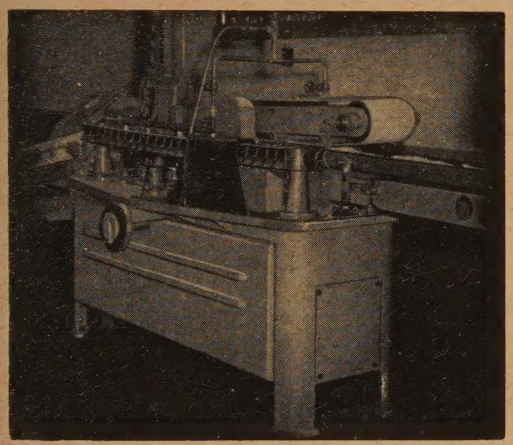
Handicapping was handled by Harry Backman, W. B. Brandt & Co., and Bob Ennis, North Pacific Seafoods.

The same committee will be in charge of the fall tournament which will be played September 25.

PAUL W. HILLER
TE 4-4538
315 AVALON BLVD. WILMINGTON, CALIFORNIA

Albina Power Take-Offs and Davit Hoists
Kidde CO-2 Fire Systems • J-W Sniffers
Crowell Electric Pumps and Hydraulic Helms
Godfrey Corrosion Collars • Sen-Dure Heat Exchangers • Olympic and Neptune Ranges
Mathers & Sperry Controls • Ideal Windlasses

BAKER ENGINEERING CORPORATION
Refrigeration — Air Conditioning
Design — Installation — Service
LOS ANGELES • SAN PEDRO



The PAK-SHAPER
PREFERRED BY LEADING TUNA CANNERS!

Introduction of the PAK-SHAPER in 1949 developed in tuna canning a greater mechanization than had come about in 30 years of previous growth. Subsequent experience has proved its value to the industry. A large percentage of major tuna operators now employ the PAK-SHAPER.

The PAK-FORMER, designed exclusively for Chunk and Grated Style Pack, is now available to the tuna industry under similar terms as the PAK-SHAPER.

For Complete Information Write to

E. H. CARRUTHERS CO.
P. O. Box 1322, Warrenton, Oregon

Be on guard with
CHANNELGARD

Maintain continuous listening watch on 2182 kc. Calling and Distress Channel even with your R/T tuned to another channel. Fits any R/T.

See it at your dealer or write for free folder.

SESCO, INC.
Friday Harbor, Washington

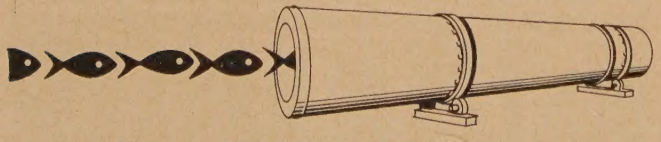
CARRON'S "MOBY DICK"
NETTING
For Huge PROFITS—Bigger HAULS—
NYLON—COTTON—NYVIS
For Seines—Trawls—Traps—Etc.
Secure at your DISTRIBUTOR or DIRECT
Prompt Deliveries—Reasonable Prices
Mfgr's. Fine Netting Quarter Century
THE CARRON NET COMPANY
Two Rivers, Wis.

ADVERTISING INDEX

Adams Fish Netting 6
American Brass Company. 47
American Can Co. 8
American Cyanamid Company 30, 31
American Marine Paint Co. 22
Asahi Dow Limited 44
Auto Engine Works 56
Baker Engineering Corporation 59
Bendix-Pacific 48
Bryant's Marina 38
Carron Net Company, The 59
Carruthers Company, E. H. 59
Caterpillar Tractor Co. ..... Inside front cover
Classified Advertising 38
Columbia River Packers Assn., Inc. 53
Columbian Rope Co. ..... Back cover
Consolidated Net & Twine Co. 39
Continental Can Co. 18, 19
D'Acquisto & Sons 38
Deming & Gould 50
Detroit Diesel Division, General Motors 34, 35
Devoe & Raynolds Company, Inc. 37
duPont de Nemours & Co., Inc., E. I. 42
Dyno Battery Co. 38
Fibreboard Paper Products Company 4, 5
Fremont Electric Co. 37
Frohman & Sons, L. H. ... 58
Garrett Corporation, Air Cruisers Division ... 46
General Motors Corporation, Detroit Diesel Divn. .. 34, 35
Goodrich Sponge Products, B. F. 3
Harbor Boat Building Co.. 38
Hart & Burns Co. 37
Hatch & Kirk, Inc. 38
Hiller, Paul W. 59
International Paint Co. (Calif.) 60
Kelley-Clarke Co. 53
Linen Thread Co., The .. 6, 55
Marine Construction & Design Co. 58
Michigan Wheel Co. 7
Moffitt, Inc., Lucian Q. ... 49
Murphy Diesel Co. 26
Mustad & Son, O. 53
N C Marine 39
New England Fish Co. 52
Nordby Supply Co. 36
Oceanic Sales Co. 54
Pacific American Fisheries, Inc. 50
Pacific Fishing & Trading Co. 38
Pacific Marine Supply 40
Pacific Towboat & Salvage Co. 38
Pauls Netting 55
Peelers Company, The 45
Roebling's Sons Corporation, John A. ... 56
Salmon Terminals 46
Samson Cordage Corporation, Pacific Braiding Division 23
San Juan Fishing & Packing Co. 54
Seattle Boiler Works 58
Sesco, Inc. 59
Shepherd Marine 55
Shepherd Son & Co., J. H. 46
Short Co., Thos. A. 36
Snow-Nabstedt Gear Corporation 57
Sperry Piedmont Co., Division of Sperry Rand Corp. 6, 7
Standard Oil Company of California 25
Standard Steel Corporation 60
Starr Net Co., A. M. 39
Stern Can Co. 58
Stix, Inc., Robert L. 52
Tacoma Boat Building Co. 39
Toyo Rayon Company ..... Inside back cover
Vita Food Products, Inc. .. 58
Wendt, Ivar 52
White & Sons, Inc., Wilfrid O. 39

STANDARD

OIL AND MEAL PLANTS



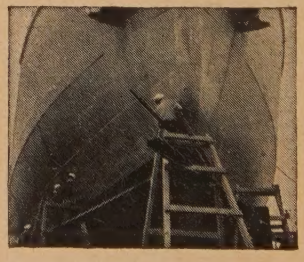
Bigger profits through STANDARD fish processing plants! STANDARD'S low temperature drying system assures more meal and higher protein. No scorching, no burning. Low moisture, low acid oil. Fish meal and oil plants . . . and fish cannery installations throughout the world.

STANDARD STEEL CORPORATION

5013 Boyle Avenue • Los Angeles 58, California • U. S. A.

Be ready when fish are running

Don't be slowed down with a foul bottom or hauled out for repainting when the fish are there. That's the time for fishing. That's why so many smart fishermen everywhere are using "SUPER-TROP" Antifouling Bottom Paint, made by International Paint Company, Inc., specialists for over 70 years in the making of Marine Paints. It gives real protection against fouling of all kinds and retains its antifouling properties far longer than do ordinary bottom paints. Send for descriptive folder.



FOR METAL BOTTOMS

INTERNATIONAL has developed a combination of a primer and an antifouling paint that offers the maximum protection and preservation of metal bottoms. Send for the two circulars, "SILVER PRIMOCON" and "SUPER-TROP".

International

ANTIFOULING

BOTTOM PAINTS

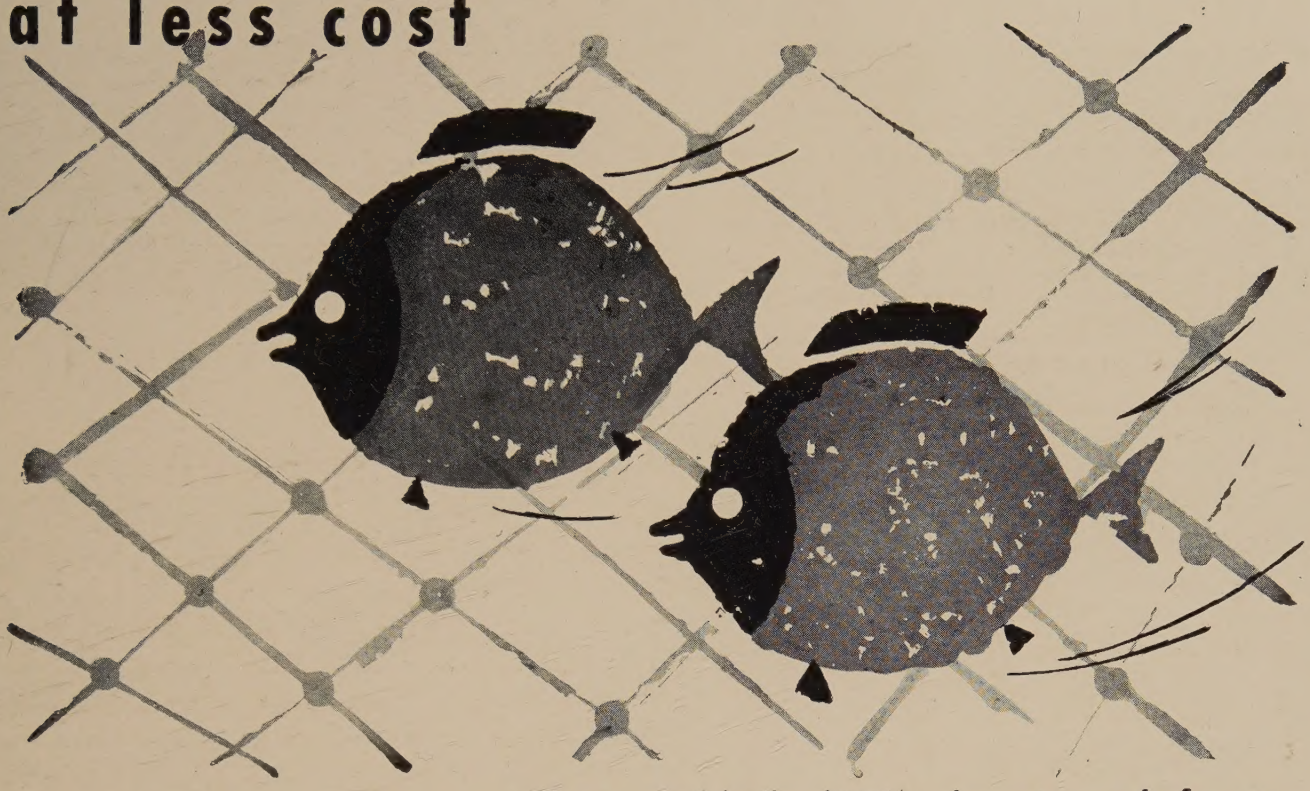
International Paint Company, [Cal.] Inc.

South Linden Avenue, South San Francisco, California
21 West Street, New York 6, N.Y.
628 Pleasant St., New Orleans 15, La., and Daytona Beach, Fla.

WORLD'S LARGEST MARINE PAINT MAKERS

Toray®

Amilan 100% nylon nets give you bigger catches at less cost



Here's what Amilan 100% nylon nets can do for you

They'll save you drying, preserving and spare net costs because they can stay in sea water for years without rotting, molding or mildewing. You can fish longer, more often, at greater distances.

They'll save you labor and fuel costs because they're light and easy to handle, absorb little water.

They'll save you repair and replacement costs because they're twice as strong as cotton, with 10 times the abrasion resistance.

They'll give you bigger catches because they're transparent and elastic.

Write us for free illustrated catalogue.

Du Pont's exclusive licensee in Japan

TOYO RAYON COMPANY, LTD.

MITSUI BLDG., OSAKA, JAPAN

Established: 1926 Cable : TOYORAYON OSAKA

Lady Kossie—72 ft. shrimp trawler built by Diesel Engine Sales, Inc., for Estero Shrimp Co., Inc., Ft. Myers, Fla., was launched March 7, 1959. Diesel Engine Sales has turned out more shrimp trawlers than any other boatyard in the world.

It's Columbian Polyethylene! The **Lady Kossie** is rigged with Columbian Polyethylene Rope, particularly water-resistant and with an exceptionally high breaking strength. People who want the best say, "Columbian!"

It's now 800 Shrimp Trawlers carrying COLUMBIAN Rope

The 800th shrimp trawler launched by Diesel Engine Sales, Inc., of St. Augustine, Fla., is rigged with Columbian rope — and the 799 other trawlers built by Diesel for the Florida fishing fleet also carried Columbian rope as original equipment. That's repeat business, made possible only by the outstanding performance always given by Columbian Rope.

Fishermen everywhere know the quality of Columbian Rope in net rope, purse line, trawl line, drag rope, pot warp — there's a Columbian Manila Rope for every fishing purpose. Also, polyethylene, nylon and Dacron ropes for longest wear and highest breaking strength. For full information, write Columbian Rope Co., Auburn, N. Y.

COLUMBIAN Rope Company

Auburn, "The Cordage City," New York